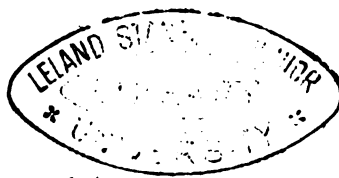


THE
Railway Conductors'
Monthly.

VOLUME 2.

1885.

CEDAR RAPIDS, IOWA.



H 4851.

Railway Conductors' Monthly.

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JANUARY, 1885.

Number 1.



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ONTHLY

Cedar Rapids Iowa

C. S. Wheaton, Editor.



W. P. Daniels, Manager.

TERMS 1.25 PER YEAR

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The Railway Conductors'

❖MONTHLY.❖

Volume II.

CEDAR RAPIDS, IOWA, JANUARY 1, 1885.

No. I.

CHRISTMAS AND NEW YEAR.

It will be Christmas very soon, I hope merry to you and I,
May it be a day of cheer, with a clear and beautiful sky;
May it bring you bright dreams, of rich gifts untold,
Many bright loving hearts, as true as pure gold.

May it teach each to think, as in days oft before,
For each one there is happiness, so much in store.
May you all remember that each one should repay,
In some manner the gifts you receive that day.

It is years long gone, memory tells where they are,
Since they saw the bright light of the Bethlehem Star;
And we read of that bright and beautiful morn,
In the east, on the day when the Saviour was born.

Among strangers! What a queer, queer place for the birth,
Of the lowliest, yet the mightiest, babe on this earth;
No ringing of bells, Ah, no joy lain in store,
For this Christ, whom the prophets foretold years before.

That was Christmas in Bethlehem. How different to-day,
One would almost imagine, Christ had gone a long way,
From the hearts of many, who receive all that's given,
With scarce one thought of Christ, and no hope of Heaven.

'Tis years since this star first shone in the east;
It would seem now, by spreading the costliest feast,
You fulfill the injunction in the most improved way,
Of your love and your joy, on this Christmas day.

But away down in the depths of misfortune and strife,
Away down in the lanes of this common life;
Can you pass by unheeding and fail to see,
Can you close your eyes to life's misery.

From out of the gutter can you not even lift,
Some one who would deem it a Christmas gift,
Or cheer some one's heart that is sad and lone,
In bringing them joy, also lighten your own.

For many a cot, with scarce one firelight within,
May contain one heart nearly free from sin;
While yon grand old palace with its costly feast,
Contains no one who ever thinks of that star in the east.

That proclaimeth the dawn of a beautiful day,
Of the Saviour of man who was coming this way;
Of Him who once Saviour, yet was crucified,
Of a risen Redeemer who once hath died.

As you hear the last chimes of the Christmas bell,
Which sounds the Hosanna, all things are well;
Then cometh the sound of the heart's glad cheer,
As you drink in the gifts of the Happy New Year.

A good-bye for the one that has passed away,
A good cheer for the festal New Years Day,
And a hope that this one, with its noise and din,
As the old goes out and the new comes in,

May bring peace and good will; may this new birth,
Bring a halo of joy to every nation on earth;
May the sorrowing hearts, may each sigh and each grief,
The first all be comforted from the last, sweet relief.

Will you not wish these when you gaze on the Christmas Tree,
Remember one of the thousands, some brother it may be,
Who out of the fold of prosperity, would be willing to take,
A little of the blessings you enjoy, even for charity's sake.

He would not forfeit his manhood, should he ask his Father above,
To give a few of the beautiful gifts, a little of brotherly love,
To those who are really needy and take them a little share,
From those who have a plenty and a little they could spare.

Ring out ye chimes for the New Year, ring out gay Christmas bells,
The Bethlehem Star is seen again, proclaiming all is well.
Catch every note of the cheer that comes, each one prepare the way,
Never brothers forget, that friendship and love, should reign every day.

E. H. B.

CONDUCTOR BOB.

In frequent business trips across one of the Northern States, I had occasion to travel some hundred and fifty miles over a branch of one of the leading railroads.

In connection with law, I have made quite a study of physiognomy and character reading, which besides being a great pleasure, is a constant source of instruction. During these trips, I tried to get the end seat, facing the entire length of the car, and would settle down behind a newspaper or in a dozing attitude to enable me to watch the passengers without attracting attention, and could relate many strange and ludicrous incidents as a result of my observations, but just now, want to tell about Conductor Bob. He is a personage who makes it a point not to over-look any of his passengers, and it is only just that I return the attention. I had particularly analyzed this genial gentleman, whom every one seemed to know as "Conductor Bob," and determined to make his acquaintance, and prove my conclusions. It was a warm, generous heart that throbbed beneath that voluminous vest, I was sure; his gray eyes twinkled and smiled before his lips had time to part in laughter. Even the heavy brown mustache followed the curves of his mouth and curled up at the corners. Another evidence of good humor, was the bald spot on his head which displayed to a good advantage, the phrenological organs of mirthfulness and benevolence—both very large. In spite of nature's weeding on the top of his head, there still remained a goodly crop of brown locks where his cap left off and his head began. Everybody seemed to know and like him; even the children were not loth to accept his proffered embrace.

One hot afternoon in August, as he came to me—the last passenger—I asked some questions about the country, requiring more than a monosyllabic

answer. Vigorously wiping his glowing face, he took a seat beside me with the remark: "Phew! I will surely melt if this weather don't cool off."

After giving me the information asked for, we branched off on various topics, when I remarked, "You must have had some interesting experiences as a conductor." "Well, I should say so," he chuckled, and as he settled down into the seat, I knew I had struck the right vein. "I have been a conductor for fifteen years—I am forty now and not president of the road yet. Yes, I have seen many laughable things, and lots of sorrow, but my long experience has not hardened my heart one bit. I laugh at the funny people and sympathize with the sad. The most interesting thing that ever occurred to me was a wreck. You smile—but I will tell you about it, how I came to be Conductor Bob, instead of worthless Bob, or perhaps no Bob at all. I call it the work of an all wise Providence. When I was seventeen years old, my parents died, within a week of each other, with fever. Soon after my little sister followed them, and I was spared for something better or worse. I was a wreckless boy, and my parents death gave me a freedom that just suited my wild nature. A relative offered me a clerkship in his store, which I declined with the announcement that I was going on the railroad. Positions were not to be had for the asking, and the nearest I could get to railroading, was doing odd jobs in the yards; but through the accidental death of a freight brakeman, I was given a position, and in a year worked up to the position of passenger brakeman.

I was just at a mean age then and unfortunately got in with a class of fellows that drank, gambled and were generally bad. I commenced going down grade without brakes at about a mile a minute, which is pretty fast traveling on a downward road. One night the boss came to me and said, "look here, Bob, this thing must be stopped, or I'll lay you off next trip." This sobered me up a little and I started on my night run with a clearer head than usual. About 10 o'clock I went through the cars, and in the last one, noticed a young looking woman in deep mourning. She was trying to quiet a child in her arms, and as I passed timidly asked me to get the baby a drink of water. I think she was a foreigner, as she had a decidedly queer accent. The little one drank greedily, then put out her arms and gurgled, "bub-bub-bub-bub." That was too much for me. I said, "yes, little one, that's my name. Just call me Bob." I was black with coal soot but the woman relinquished her hold with a sigh of relief, saying, "you are very kind. I am quite ill, and she will not be quiet." I sat down in the opposite seat and talked baby talk like an old grandmother to the delighted child, who

pulled my hair—I had more then, she's pulled it all out now—and jammed her fists in my eyes in great glee.

Elsa, as the mother called her, was two years old, and the prettiest little blossom I had ever seen. Her hair was like spun gold, and rolled up around her neck, as I have seen the waves curl up on the beach. Her big blue eyes harbored a spirit of mischief, that shown out in every movement. She was very tired, and while hiding her head under my jacket in a game of "peek-a-boo," went fast asleep. I laid her down carefully on a bundle of shawls, and left the thankful mother resting. Well sir, I seemed a foot taller when I walked out of that car! It was wonderful what an influence that little child had on me. I always think there is something good in even a bad man who loves children. I went out on the platform and sat down wondering what was going to become of me. For the first time since mother and father died, I felt lonesome, and wished that I had some one to take care of and to care for me. All at once, the train gave a fearful lurch; there was a snapping of timbers; the hissing of steam; the harsh grating of wheels; and it flashed over me in an instant that we were breaking through the trussel bridge over Eagle Gulch. It had been declared unsafe months before, and I dreaded it every trip, for the timbers creaked and swayed with even a light train, and we had some extra cars on that night. (We'll pass it soon; there is a handsome iron bridge there now.) I was thrown into a sand pit, and soon discovered that I was only bruised. The conductor knowing the danger of the bridge had also gone out on the platform to watch it. With the first snapping of the timbers he leaped down the embankment, and was only bruised by the fall. But, O, the heartrending screams and appeals for aid that came from the wrecked coaches, will ring in my ears till my dying day. My first thought—almost before I thought of myself—was of Elsa. "My God, save her!" I kept repeating to myself. To add to the horror of the occasion, the night was very dark. I picked up the remains of a lantern, and its rays flashed in the face of Jim, the engineer, half buried beneath the cab—and dead. I rushed to the last car, which had rolled over on its side. Climbing in through a window, the first thing I saw was the mother with white face, staring at me with open eyes. Merciful Heaven—is Elsa dead too? "Elsa, Elsa," I called. "Here's me, mamma," came a faint little voice from under the seats. I fairly shouted for joy as I grabbed the bundle of shawls, and out popped the little yellow head with, "peek-a-boo," the last thing she had said when she fell asleep in my arms. How on earth

she had escaped I cannot tell; I think the Lord must have saved her for me. Her mother's neck was broken, I think; probably on a seat when the car turned over. Elsa clung to me with both arms as I crawled out the window. She did not cry until she heard the noise and moans, then her pitiful appeals for "mamma," just worried me terribly. But I was glad she was not hurt, and was safe in my arms.

Well, with the aid of others who extricated themselves and were only slightly injured, we got the wreck clear of the dead and wounded. Pretty soon No. 6 came thundering along and we signaled her to stop. Help came none too soon, for some were suffering terribly with crushed and broken limbs. We ran back to Rockford, where medical aid was summoned and the dead and wounded taken care of. I had Elsa and her baggage, which we searched for some address, but could only find a letter dated at some little town in the eastern part of New York, and signed "your affectionate uncle Bartley Melville." On the back of a small morocco purse in her pocket, was stamped in gold letters, "Eloise Melville," which I supposed was her name. The conductor had Mrs. Melville's remains placed in a vault and communications sent to the address found.

"Manchester," shouted the brakeman at the door.

"I'll be back in a minute," said Conductor Bob hurrying off.

His duties performed he resumed his seat. "Let me see, where was I? O yes! Had an elephant on my hands, didn't I? But for a fact, I was in a dilemma. Think of a young man with no home but a boarding house, and a two year old girl to take care of. Give her to some one else? Not much! I would not give her up to any one who had no more claim than I.

Hope I am not tiring you with my story—No? Well I am glad—for I like to talk about it.

I placed her in the care of an old Quaker lady—a dear friend of mothers—who had lost a little girl about the time my sister died. She promised to give her a mother's care and love, and I was satisfied that she would raise Elsa well. My landlady was a good motherly soul, but had her hands full of work, and a boarding house is no place to raise a child anyhow.

How I dreaded every mail, for fear it would bring some word that would call for Elsa. Weeks and months lengthened into years, and no word was received from the several letters sent. At last I had Mrs. Melville buried near mother and father, and only "Eloise Melville" engraved upon the marble shaft at her head. Well, of course I cannot go over the years that followed, but Elsa's influence over me was wonderful. I became com-

pletely changed. When I started out on my runs again, it was with the determination to do something for Elsa's sake. I dropped cards, drink and other bad habits and got right down to business. Of course it was pretty hard at first, as I was subject to a great deal of ridicule from the boys, but they soon learned that I was in earnest and let me alone. I began to read and tried to improve myself, for I had a pardonable pride in wishing to be worthy the adoration Elsa lavished upon me; and I feared when she grew older, she would find her idol the commonest of common clay.

For faithfulness in the discharge of my duties, I was promoted to the position of conductor, when I was twenty-five. It was a most important event to Elsa, although she was only nine years old, but I really believe she rejoiced more than I. All the boys knew "Bob's Elsa," and grew to look for her as I did. Her schooling, though in a small town was good, and she graduated at seventeen."

"Traverse City," came in long drawn out tones from the door.

"Well," said Conductor Bob hurriedly, "I am glad I met you. My wife Elsa would be pleased to meet you, I know. She is just as smart as ever, and little Eloise is just like her. Come and see us when you stop at our town."

With a hearty hand shake, I got off at my destination. But all that day as I waded through tedious arguments, I could not help but think of Conductor Bob and his Elsa. B. E. C.

HER NAME.

In search from A to Z they passed,
 And "Marguerita" chose at last,—
 But thought it sounded far more sweet
 To call the baby "Marguerite."
 When Grandma saw the little pet,
 She called her "darling Margaret."
 Next, Uncle Jack and Cousin Aggie
 Sent cup and spoon to "little Maggie."
 And Grandpapa the right must beg,
 To call the lassie "bonnie Meg—."
 (From "Marguerita" down to "Meg.")
 And now she's simply "little Peg."

RAILROAD CONDUCTORS.

If one were asked to pick out a class of men who, all things considered, most invariably deport themselves, as gentlemen, he might very safely mention the railroad conductors of this country. There is occasionally amongst them the boor or one who seems unduly imbued with an idea of his own official importance, but a man may travel over many roads and thousands of miles ere he finds such a conductor. As a rule railway conductors are polite, intelligent, attentive and considerate. So far as it is possible within the limits of their duty, they are also sympathetic; women, children and poor ignorant people are treated by them with especial courtesy. A cringing and time-serving and person-respecting conductor is rare. These men are customarily brave, firm and independent in manner and action, but to those who behave rightly they display all the well-bred attention that could possibly be exacted, and the patience they exercise under the strain to which it so often put is admirably beyond all praise. Men who travel the same routes often contract a strong personal esteem for the conductors, instigated solely by regard for their deportment and free from all consideration of any favors which they do not expect. It is high praise to say that these officials, who have abundant opportunities to make themselves disagreeable, do not, like so many other men with equal authority, abuse these opportunities. On several of the Southern roads the conductor are invested by express statute with police authority; and yet no one ever heard of this power being wrongfully exercised. The women without an escort, and the traveling invalid have good reason to remember the sympathetic kindness of the men who have charge of the trains, and a great majority of all persons accustomed to travel will cordially bear witness to the uniform affability and patience of the conductors. It is veritable school of real fine manners. There is no sycophancy about it and no exaggeration. It resembles the true-souled demeanor of the sea captain on passenger vessels, and is sterling and praiseworthy. There is so much adulation nowadays bestowed in sensational quarters and on all sorts of people who manage to get into print, that the *Telegraph* proposes as it goes along to say a passing word of genuine commendation for men who seek no notoriety, but deserve well of the vast traveling public of this country.—*Pittsburg Telegraph*.

A poor but pretty girl, who has to go up King St., calls the loafers along that thoroughfare "Poverty and Want," because they stare her in the face.

A MOTHER'S MISTAKE.

The spoiled boy in a boarding house comes nearer overthrowing the monument of that constantly tested virtue—patience—than all other combined agencies. The other day, at an Arkansaw health resort, a pale woman, leading a fretful “hang back” boy entered the room. Nearly every man looked up, although the woman and the boy made no noise, for men possess a strange intuition concerning spoiled children, and seem to feel the soundless footsteps of one. The boy was deposited in the “high chair,” and the woman with a weariness of expression, showing the loss of sleep and the midnight march around the room, smoothed back the youngster’s hair and asked what he would have.

“Don’t want nothin’,” trying to shove his chair from the table.

“Why, son, you said you wanted something to eat.”

“No I didn’t.”

“You must not talk that way.”

“Yes I will. I don’t want that,” taking up his plate and throwing off a piece of meat.

“What do you want, then?”

“Want some ‘zerves.”

“You should not eat preserves the first thing. Want mamma to break your egg in a glass?”

“Yessum.”

She arranged the egg, being very careful to use the proper amount of salt and butter.

“I don’t want it,” shoving it away.

“Eat that egg, son.”

“I don’t want it,” upsetting the glass.

“I ought to spank you for that.”

“I should say so,” muttered a drummer.

“I’d like to get my hands on him,” an old maid said in an undertone, while another woman and another man knit their brows in severe disapproval of the mother’s course.

“Don’t you want a nice biscuit with sugar on it,” asked the mother.

“Yes.”

She gave him the biscuit, after careful preparation, and he threw it on the floor.

“Never mind, I’m going to tell your pa. You are a bad boy.”

"No I ain't," striking the table with his knife.

"I'm going to tell your pa how you have acted, and he'll whip you."

"No he wont," sticking his fork through the table cloth.

"Don't you want some of mamma's potatoes?"

"Yes."

She put a piece of potato on his plate and he brushed it off and threw it on the floor.

The drummer groaned and the old maid sniffed the air.

"I know what you want and I'll give it to you if you don't behave yourself," said the mother, blushing.

"I want to get down."

She helped him down.

"I want to get up."

She helped him up, and asked what he wanted.

"I want some of your coffee."

She gave him her cup, and shoving it away he cried:

"Don't want that. Want my coffee."

"If you don't hush, I'll take you away from the table."

"No you won't," and he threw back his head and kicked the under side of the table.

"I'm going to tell your father, sure as you live, I am."

"No you won't," and he threw up his head and looked like a cub bear.

"Madam," said the old maid, "why don't you whip that boy?"

The poor old woman looked up, blushed and replied: "Oh, I'm afraid. I whipped one boy before this one was born. I whipped him one evening, and that night he died. I have been miserable ever since," and she smoothed back the petulant boy's hair and bestowed on him a look of indiscribable tenderness.

An old lady, who had taken no notice of the performance, looked up and said:

"I think that you are doing your son an injustice. To allow a child to pursue such an unrestrained course cannot help but be an injury to him, and your indulgence, permit me to say, is mistaken kindness. I corrected my elder son. I whipped him because I knew that it was necessary. Like the child of whom you speak, he died. I resolved never again to force obedience, and when I was blessed—or cursed," she added—"with another son, I vowed that he should never feel the hand of correction. My experience with him was very nearly the same as that you are having. I allowed him

to dispute my word in his infancy, and after he grew up I had no control over him. Many a night did he start from sleep and tell me to shut my mouth, finding me in prayer at his bedside. He died"—the old lady's face was bowed over the table. "He died, but the marks of a mother's correction were not on him. The law—had—attempted—the correction. He was hanged."

After a moment's silence the old lady continued:

"If I could speak to all mothers I would say, 'do not be blinded by a false idea. Love, love in which judgment finds a place, tells you to educate your child to respect you, for an early disrespect of mother ends in the awful disregard of all respect, of honesty, of human life.'"—*Texas Siftings*.

COMPARISONS.

The discrimination made by society as to who shall or who shall not enter within its circles is often very strangely drawn. A young man at a friend's spending an evening recently remarked: "I was employed in a store and stood behind the counter near a young man who was in every way my inferior, even to the unusual degree of working upon a smaller salary. The young man was well and fastidiously dressed, but was uneducated, fast and profligate. He openly boasted, in fact, of his immorality, seeming to take a pride in it. And yet, the position in society of that young man and myself were vastly different. Wealthy and proud mothers who wouldn't tolerate my stepping inside their parlors, would introduce their daughters to this young man, invite him to call and to their social gatherings. I don't know why he should be worthy and myself unworthy of courtesies from any association with these people." That young man's experience is no new one. Others before him have had the same and it is more than likely others who will come on the stage of life in the future will have the same experience and ponder over the same unanswerable question. Why a young man or woman who earns his or her own living, and assists in the support of, perhaps, their aged parents, is not, at least, equal to some soft headed fop, or flirt, whose only ambition is to put on fine clothes, whether paid for or not, is a question no one can answer. Why are not these plain, honest, dutiful young men and women, who are true to themselves and to the world, who live within their means, and owe no man anything, who are not arrayed in borrowed plumage, and whose minds are stored with other than thoughts of "mashes," fashion and gossip, why are they not equal to,

yes, superior to that shallow pated lot of fops, who seem to be sought after by, so called, high toned society? In the sight of all that is just, they are so far above these snobs, as the stars are above the world, yet they must not assume a position above mediocrity, as so considered by the so called upper ten. Yet these are the young men who grow up to be our solid business men, and these are the girls who grow up, in time, into an honest womanhood, to be looked upon as the good mothers in Israel. Their early experience, while to them, at the time, may be discouraging, is worth more to them than all the flattery of the so called high toned society.—*Peck's Sun*.

ABOUT HANDSHAKING.

The circumstances of Gen. Grant's shaking hands with a 300-pounder named Ed. Sutherland, at Bradford, Pa., on day, during which process the large man, who had a stubby thumb, nearly mashed the General's hand, calls to mind another incident:

When Gen. Grant returned on the City of Pekin, after shaking hands with the Old World, he was welcomed, of course in grand style all along the way from 'Frisco east and at Laramie City, where he took breakfast, he was received in great shape. He shook hands with most everybody there, and among the rest with a wiry little surveyor named Billy Owen. Owen to the fact that Billy is always glad to meet a great man, he grasped the old warrior's hand and wrung it with much emotion. He then returned it to the ex-president looking as though it had been run through a job-press.

It is said that Grant did not swear while president, and I know that "Judas priest" is his wildest and most emotional swear generally, but it didn't seem to be sufficient on that occasion. He held his crushed hand up before him as he might an incomplete flush and then he broke forth into the resistless eloquence of woe. I did not blame him myself for I had shaken hands with Owen a few times and generally hired an amanuensis for two weeks afterward, but I never could do the matter the simple justice that "The Silent Man" did on that memorable morning. Billy was young and happy before he met General Grant; but he went home that day with silver in his hair and a wild, startled, hunted look in his eye that will never go away.

That afternoon occurred the great reception accorded to the General by Governor Hoyt, then governor of Wyoming, at Cheyenne. Hoyt hired

a livery team to go down and meet General Grant, while the governor himself remained at his house. It is not known to this day whether Governor Hoyt really didn't know any better or whether he got his head stuck into the bosom of a freshly ironed shirt and couldn't extricate himself in time to meet the train. In my opinion, we should judge this matter with great care and reserve our criticisms until we know every detail.

But I was speaking of handshaking.

There are two kinds of hand shakers for whom I go armed. If I ever slay my fellow man and hurl his surprised soul into the bosom of the great hereafter, it will be either the man who grasps my hand with such an enthusiastic, external pressure that it comes back to me a quivering heterogeneous mass of contused and abraded phalanges, or the man who protrudes his lifeless hand toward me and lays it in my palm as he would a link of bologna sausage. This last man enhances and enriches the act very much by looking at you with the cold unimpassioned eye of a dead codfish.

I can forgive a young lady sometimes for depositing a little warm mass of forty-four button kid in my hand with no apparent emotion—in the hand. It is the eye, after all, that I want to shake hands with.

I remember even now, after a stormy career as postmaster and through the toil and persecution of politics, a pair of bright eyes that used to come about even with the breast pocket of my overcoat, and how I used to shake hands with them, God bless them. I didn't seem to know whether I had one hand or six in my grasp. I didn't care. I was an inebriate, and out of those brown eyes I was becoming more and more intoxicated.

All I know about the hand was that it was a good hand, and I did not care for a new deal.

Dear reader, I know what you expect me to say. You think I am going to say that those laughing eyes are now closed in eternal sleep, that the little, round hand that used to work itself into a paper bag of caramels so gently, and yet so accurately, is folded over its comrade in death's mysterious repose, but such is not the case.

They still continue to do business at the old stand and defy competition.

Finally, however, my brethren, the man or woman who who does not shake hands with the heart had better reform. Sooner than hold the clammy claw of a false and galvanized friend, I would cheerfully and even hilariously shake the genuine camel's hair tail of a soured and cynical government mule. It may indicate a warped and unnatural mental condition, but I am that way.

BILL NYE.

"A DARTER UV MY OWN."

Sam Kimper was a ferryman on a western river, although much addicted to drink, was a good, straightforward fellow, always courteous, and correct in his dealings. One night as he was "poling" a man and a woman in a buggy across the river he heard her say, "What will my father think?" Further talk ensued during which he recognized the voice of a doctor's daughter living a few miles down stream. He did not like the man's voice and was confirmed in his prejudice when the fellow began talking about going to Cincinnati and not letting her father know of their movements for a week. The girl began crying and the fellow answered roughly. "Take you back home," said he in a rough laugh. "Let a bird out of a cage after you have fairly caught it? Oh, no, I love you too well for that." By this time the boat was nearly across the river, and Sam said to the stranger, "Mister, the current's pooty swift to-day; there's a right smart freshet on. Reckon I'll have to ask you to make the lines fast ashore while I hold the boat agin the bank." The man got out and stood at the bow of the boat. Sam poled it against the bank with such violence that over went the man onto the shore. Sam let the boat drift away and turning to the girl, amidst the howls and curses of the man in the water, said: "Reckon ye don't want him no more do ye?" "No! no," she exclaimed. The girl being in doubt about her ability to drive home, even after she had reached the other shore, Sam let his boat go down the stream. "What are you going to do?" asked the girl. "Boat ye down to the steamboat landin' fur your town." "That will be a dreadful lot of work all for a silly girl." "I've got a darter uv my own," said he. Pretty soon he stopped poling and the girl said he must be very tired. "Not a bit of it," said Sam. "I'm slowin' up so's to reach there about dusk." "Just what I wanted to ask you to do," said the girl. "Thought so," said Sam. "I've got a darter uv my own." Everything was favorable, and no one saw the carriage drive off the boat. The girl promised that her father should pay Sam handsomely. "I don't want his money," said Sam. "I've got a darter uv my own. There's one thing I do want," said Sam. "If doctors don't know good stuff from bad, nobody does, an' ef he could send me a good solid drink o' somethin' seein' 'twill take me two or three hours to pole the boat back." The promise was readily given and in a few minutes down came the doctor with a bottle of brandy and two men to pole the boat back; but Sam said the brandy would be more useful as well as better company. The doctor wanted to know

how he could repay him, and Sam answered, "You can pay me in kind, ef ye ever git a chance. I've got a darter uv my own, ye know."—*The Hour*.

A TIRED TICKET TAKER.

THE PESSIMISTIC VIEW HE TAKES OF HUMANITY IN GENERAL—THE WOES AND TROUBLES WITH WHICH HE IS AFFLICTED IN HIS WORK—ALL SORTS OF PEOPLE MAKE A WORLD AND WORRY A CONDUCTOR.

"You conductors come in contact with some strange people, I suppose," remarked a *News* reporter to a Union Pacific conductor, at the St. James last evening.

"Well, yes," was the reply. "We undoubtedly transact our business with more different classes than those of any other profession. The very rich and the very poor, the blind, the lame, the dirty and the clean, of all nations under the sun, may be found in one trip through a train.

"Western people, as a class, are more at home on the railroad than those of the East, strange as it may seem, but it is to accounted for, I suppose, from the fact that people in the West have all traveled more or less, while a great many of those from the East are making their first trip on the cars and are ill at ease.

"If you don't think a conductor has his trials and tribulations you should accompany one through his train taking tickets. The man in the first seat smiles at you blandly when you reach out your hand for his ticket, and after you look him over from head to foot you discover the pasteboard just peeping from his hat band. He considers he has the joke on the conductor this time and enjoys it.

"The woman, with seven children (all under the age of five years), and an equal number of band-boxes, can't imagine for the life of her what you want, and after a tedious explanation she produces a worthless check of your predecessor, who was not foolish enough to waste time in trying to recover it, when he left the train. She wants to know what time it is when you get to New York? How many times she will have to change, where her trunk is, and what makes the train go so slow? All the time the seven young ones are tugging at your coat-tails, under your feet and trying to gain possession of your watch.

"The next man with a pass feels hurt to think you do not know the number of it, and for the life of him he can't tell himself until he looks.

The Chinaman in the corner is ready for you every time, and has been patiently holding his ticket out to be punched for the last ten minutes, as you slowly approach him.

"Then the lone woman hands you two tickets and you thoughtlessly ask her where the other passenger is, and as she bursts into tears you remember seeing the baggageman loading a long box and across the face of the ticket you see it in red ink, 'corpse.' She is taking a loved husband back to be buried nearer friends at home, after a fruitless attempt to regain health. Here are two little waifs, the oldest one nine years, who are traveling alone to New York as unconcerned and happy as you please, while the big granger near them should have taken the other road East and has to get off at the first stop and go back to make a new start, some one having told him this was the train for Kalamazoo. The corn-husker with a brand new wife can come as near making his fellow travelers want to go off some place and die, if he is going far, and he generally goes far enough—in the presence of the passengers—as any one, but as he pays the bill I suppose it's all right.

"Theatrical and opera troupes are always at home on the cars. The scenery is seldom of any interest, and they while away the time reading, singing and playing cards, with no concern for that which is going on around them." "I suppose you have some fast rides occasionally?" inquired the reporter. "Well, I should say we did. One in particular, a short time ago, is fresh in my mind. We waited some time for a party of officials, and then received an order to make it up. I had 'Old George Van Camp,' as the boys call him, with the '162,' and told him to let her out. Now, George is always willing for a chance to run, and you bet he humped himself. We went through two stations at once, and dust—why, the little children who were sitting in the same seat with their mother, were crying, for their ma couldn't see them for dust. Everything went lovely until we dashed around a curve, and directly ahead were two big bulls in a bridge. Did the engineer stop? Well, I should remark he didn't! He just reached down in his box for a piece of waste to wipe the blood off the window, and he had to use it too. The fireman picked pieces of sirloin out of the machinery of that engine two weeks afterwards. That was the time we painted her red, sure? The only damage done was the loss of the engineer's pipe, and we had to run a little slow afterwards. One lady with a sealskin sack viewed the remains and innocently inquired 'if they were the only cows the poor man had?' We told her we guessed they wouldn't affect the price of milk in that locality anyhow."—*Denver Daily News*.

Ladies Department.

"Isn't it a grand sight?" exclaimed an enthusiastic member of the Lowell Press rifle club, as the boys were peppering at their beautifull painted target. "Very pretty," assented a stranger from the far west. "It reminds me of a Vassar commencement I once attended." "Strange," muttered the journalist, suspiciously. "Why does our shoot remind you of a Vassar commencement?" "It is such a beautiful collection of misses," replied the stranger, dodging into a back street.—*Philadelphia Call*.

A RAINY DAY.

How we love a good old-fashioned rainy day, when with a good book and a half a dozen apples we retire to our room to enjoy a quiet peaceful day. But hark ! surely it is not quiet, with all those tiny fairy feet dancing upon the roof, keeping time to the sound of their own voices as they patter and clatter with untiring energy. Finding this gay dance of the merry rain-drops more interesting than our book, we cast it aside, and fall to watching and listening to the jolly revelers. Now they are in peaceful happy mood, and their cheerful music comes to our ears like the tinkling of far off distant bells. And while we are yet listening to the sweet vibrations, we are startled by a loud angry roar, and all the quiet happiness is changed to a feeling of the sublime, for all the little drops have united to form a great sheet and furiously rush down upon our roof and pelt our windows so fiercely that we start up and smile, as if we would say, "You can not get in, try as hard as you may." While we yet stand listening there falls a silence, then a low, piteous wail, and the storm is ended. We are still thinking of the different changes that have occurred during the last few hours, when there comes to our ear the voice of grief, and looking up we see a funeral train winding through the treet; then we remember that some of our friends have lost a dear brother, and the tears spring quickly to our eyes, so clearly does it bring before us our own broken circle. And so twilight comes, filling our heart with a great sadness, and we turn away and sigh wearily, as we remember,

"That into each life
Some rain must fall,
Some days must be
Dark and sad and dreary."

F. B. W.

WORK BASKET.

The prettiest new work basket is in the shape of a Gypsy kettle, both kettle and sticks being made of wicker. A great bow of velvet in the nasturtium shades is bound around the center of the sticks and another is on the outside of the kettle, which has a lining of nasturtium silk and pockets innumerable.

WALL POCKET FOR DUST CLOTH.

A fan pocket for a dust cloth holder is a useful thing, and can be made quite ornamental as well. A large palm leaf fan, a yard of cretonne of pretty design, and three or four yards of satin ribbon matching, or contrasting with the cretonne. Cover both sides of the fan plainly with the material, and wrap the handle with the same. A pocket, either full or plain, is placed across the front of the fan, and trimmed with bows of the ribbon. A loop of the same with bow and ends is also fastened at the top of the handle, and by this means hung against the wall. The dust cloth is to be kept in the pocket, which will be found very convenient.—*Rochester Democrat.*

The mother of Louisa Alcott was a very rare woman. She was for a long time a city missionary in Boston, and often she used to come home without her overshoes, her shawl, or some warm undergarment, having given them away to some suffering woman whose need was great; and when her family reproached her with her carelessness of her own health, she always said: "The thought of that poor soul's comfort kept me warm." The noble woman's charity was wide enough to cover the sinful as well as the poor; and she used not infrequently to take in her own family people she wished to reform, and when cautious friends asked her how she dared introduce these outcasts among her daughters, she always answered: "Oh, I can trust my girls, and this is the best way to teach them how to shun these sins, and comfort these sorrows. They cannot escape the knowledge of them; better gain it under their father's roof and their mother's care." "Never," said her daughter, in speaking of these facts, "did the people thus cared for do us any harm; and, years after, some of them came back, from time to time, to express their gratitude with tender tears." In one of Miss Alcott's books she tells the true story of the whole family giving away their Christmas morning breakfast to a half starving family; and these self-sacrificing benefactions were of so frequent occurrence in the household that the children were always prepared for them.—*Toronto Globe.*

A DEAR LITTLE SCHOOL-MA'AM.

With her funny little glasses you'd have thought her very wise,
If it wasn't for the laughter that was peeping from her eyes;
Just the queerest and the dearest little school-ma'am ever known,
Whose ways of teaching boys and girls was certainly her own.

"I give my brightest pupil," in a pleasant tone she said,
"A little corner by himself to show that he is head,
And, to spare the tender feelings of the dullest boy, I put
All the others in a circle so you can't tell which is foot.

"Whenever any pupil in his lessons doesn't miss,
I encourage his endeavors with a penny sugar-kiss;
And, since this slight upon the rest might too severely fall,
I take the box of kisses and I hand 'em round to all.

"I've asked them what they'd like to be a dozen times or more,
And each, I find, intends when grown to keep a candy store;
So, thinking that they ought to have some knowledge of their trade,
I've put a little stove in, just to show them how it's made.

"Enthusiastic! Bless you, it is wonderful to see
How interested in such things a little child can be;
And, from their tempting taffy and their lucious lollipops,
I'm sure they'll do me credit when they come to open shops."

And with a nod that plainly showed how free she was from doubt,
She deftly smoothed the wrinkles of her snowy apron out—
Just the queerest and the dearest little school-ma'am ever known,
Whose way of teaching boys and girls was really her own!

—*Malcolm Douglas in St. Nicholas.*

An exquisite pair of window lambrequins can be made by taking common white mosquito netting and cutting them out in any desirable shape. Cut two pieces for each window. Tack leaves and ferns on one piece of the netting according as your taste will dictate. Small leaves will make pretty border, tacked about an inch apart. When all are arranged lay over it the second piece of netting and tack it fast to the under piece in and out between the leaves, and your lambrequin is complete, except that you may edge it with lace if you wish. The leaves and ferns will look transparent when hung against the windows, and will present a very beautiful appearance.—*Tribune and Farmer.*

LEGAL DEPARTMENT.

PASSENGER—EJECTION OF—TICKET.

Where a passenger mislays his ticket he is entitled to a reasonable time to find it if he can; but his failure to find and surrender it or to pay his fare before the conductor rings the bell for the purpose of stopping the train and ejecting him is not equivalent to a refusal so to do. Whether reasonable time and opportunity have been given the passenger to find his ticket is a question of fact for the jury.

Plaintiff brought suit to recover damages for being ejected from a train of the defendant company between Utica and Rome in September, 1881. Plaintiff had a ticket from Utica to Rome which he had purchased the afternoon before starting on the journey. This was conceded. On the part of the plaintiff there was evidence tending to show that as the conductor came along and asked him for his ticket he tried to find it but could not; he told the conductor he had one and would find it in a minute; felt through his pockets, said to the conductor, "you go through the train and by the time you come back I will find my ticket; if I don't I have money to pay my fare;" that the conductor said, "find your ticket or get off the train;" that the plaintiff said, "may be you had better put me off this train;" that then the conductor pulled the bell-rope to stop the train; that before it fully stopped the plaintiff found his ticket and offered it to the conductor, who refused to take it and put the plaintiff off.

On the part of the defendant the conductor testified that the plaintiff was in the next to the last car; that he came along and asked him for his ticket; that the plaintiff found what was apparently a ticket and the occurrence then proceeded as follows: "I asked him for his ticket; he said he would not give it to me until he got to Rome; I said if you don't give me that ticket I will have you put off; he said I won't give it to you; I said very well, I will have to stop the train and put you off. I then rang up the train, the train stopped at once, then I told him to get out; he got up and walked out down on the ground, then he wanted me to take the ticket and I refused. I told him I had stopped the train to put him off and I wouldn't carry him. I didn't stop that train for any purpose except to have him get off. The rules are, ring up the train and put off a man who doesn't show his ticket or pay his fare."

At the close of the evidence defendant moved for a non-suit which was

granted, apparently upon the theory that as, according to plaintiff's evidence, the ticket was not produced and tendered before the bell was actually rung therefore the conductor was justified in putting him off.

The counsel for defendant claims that the omission to produce the ticket was equivalent to a refusal and brings the case within *Hibbard v. N., Y. & E. R. Co.* 15 N. Y., 455. In that case the plaintiff had a ticket from Hornellsville to Scio; had shown it to the conductor once, and then afterward, and after the train had passed another station was asked to show it again and refused and was put off. It was held at circuit that he was not bound to show it again; but the court of appeals held that he was and that a rule to that effect was reasonable, and reversed the judgement.

In *O'Brien v. N., Y. C. & H. R. R. Co.* 80 N. Y., 236, it is said that if in consequence of the fractious refusal of a passenger to pay the full fare the company has a right to demand, the train is stopped for the sole purpose of putting him off, he is not entitled to insist upon continuing his trip on paying the fare, but may be removed from the train. If, however, the stoppage is at a station a tender before removal would answer. *Guy v. N., Y. O. & W. R. R. Co.* 30 Hun., 399. In *Maples v. N., Y. & H. R. R. Co.* 38 Conn., 558, the rule is laid down that a passenger whose ticket is mislaid is entitled to a reasonable time to find it. In *R. R. Co. v. Garrett*, 8 Lea (Tenn.) 438, it was held that a passenger who gets upon a train in good faith, in ignorance of the fact that a tax certificate would not pay his fare, having no intention to impose upon the carrier, cannot be treated as a mere trespasser, but, on failure or refusal to pay his fare after request and after reasonable opportunity allowed to comply, he may be ejected; but if before ejection another person offers to pay the fare the carrier is bound to receive it and convey the passenger. The offer in that case was after the bell was rung to stop the train. In the present case if the ticket of the plaintiff was mislaid and he in good faith was trying to find it, he was entitled to a reasonable time to enable him to do so, if he could, and if in case of failure to find it after such reasonable opportunity he is willing and ready to pay his fare, the conductor had no right to put him off. Whether or not the plaintiff was allowed such reasonable opportunity to find his ticket or pay his fare was, upon the evidence on the part of the plaintiff, a question of fact to be determined by the jury. If so the non-suit was improperly granted. Judgment reversed. [Hayes v. New York Central & Hudson River Railroad Company. Supreme Court, General Term, York, October, 1884.]
—*Railway Age.*

Editorial Department.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all Divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the twentieth of each month.

C. S. WHEATON, Editor.

VOLUME NUMBER TWO.

We issue this volume of our MONTHLY from our new office in Farmers' Insurance Building, Second street, Cedar Rapids, Iowa. We have made the change of location for many reasons, and among them was the desire to condense our work and bring all our departments under one head and in one office. The Order of Railway Conductors pay yearly a large sum of money for salaries and expenses of office, and there was great need of condensing the work in order that they might derive the greatest benefits from the money paid. Another important reason was that there was an almost unanimous desire on part of all Divisions, that the Grand Chief Conductor visit them during the year. The present arrangement will afford much more time to devote to that work, and as soon as settled we propose to commence and visit as fast as practicable as many Divisions as we can. We have also been able to obtain better rates for printing the MONTHLY at our present location than last year. We were well aware that under the law we could have remained in Elmira at least another year, but we shall at all times regard the wish of our brothers as far as we can. The change of location of our offices should not affect the interests of our Order in the least. It is the same grand old Order, advocating the same principles, publishing the same MONTHLY, and there is no chance for sectional feeling to influence the action of our membership. We all have a duty then to perform, and let each and all, with one accord, add his mite to the great work in which we are engaged. The subscription lists are coming in nicely, and if each and every member will only add his name to the list, we can double that of last year with but little effort. We earnestly believe it to be the duty of all to assist in the support of this branch of our Order. We intend to give you value received for your money. The secret of our success in the past has been our hearty co-operation and support of all measures arranged by our Grand Division. Do not let the year on which we have just entered be any excep-

tion to this rule; let all work, that he may make the protection to himself and family doubly strong.

The Proceedings of the Seventeenth Annual Session are all in type and will be out simultaneous with this issue. We ask that Chief Conductors and Secretaries cause them to be read by members of their Divisions frequently, during the year, as there was several important matters enacted, and we hope that all will observe without calling attention to them during the year. In regard to the payment of Grand dues, the Grand Secretary requests me to say that he will send each Division a statement of their account with the Grand Division as soon after January 1st as he can. You need not pay until such time as you receive it. It is expected that the Executive Committee will examine the books of the Grand Secretary soon, and then the statement will be sent at once. Division Secretaries will please note and conform.

Owing to our *move* our papers are packed up and I cannot give the reports in full of organization of Divisions at Wilkesbarre, Penn., Alexandria, Va., West Philadelphia, Penn., and Parsons, Kas.; the two former by Brother Millard, and the latter by Brothers C. A. Wood and L. P. Martin, respectively. There are many other points being worked and some charters granted. We hope to chronicle their organization in our next issue. We will advise you by special circular of the Divisions we visit next month. We hope to get the Digest ready during January, so that it may be issued by February 15th, at farthest. That will complete the work specially assigned us by the Grand Division, and then can give you two weeks in each month for visiting. To the many members of our Order who have worked hard for the success of our MONTHLY, we desire to return our thanks, for assisting with your might to make it a success. To our patrons outside of the Order, you have our hearty thanks for your kind recognition of our Association and its efforts to enfranchise all worthy Railway Conductors, and to one and all we unite in wishing you a Happy New Year.

GATE CITY DIVISION, No. 16.

I started in company with Brother Scott, C. C. No. 75, from Crookston to Glendive, Mont. On our arrival we were met at the depot by Brother G. A. Peaster and others. We were then escorted by them to the Merrill House, where it was arranged that on Sunday, November 23d, at 9 A. M., we would organize Gate City Division, No. 156, of Glendive, Mont. The Division was

organized by the following Deputy Grand officers: D. G. C. C., J. S. Maxwell, No. 75; D. A. C. C., W. D. Scott, No. 75; D. S. & T., G. A. Peaster, No. 75; D. S. C., Bro. Yearney, No. 51; D. J. C., Bro. J. Reynolds, No. 129; D. I. S., Bro. W. Sayers, No. 129; D. O. S., Bro. J. Jordan, No. 129. After the candidates had answered the usual questions and taken the obligations, and the work had been exemplified, the following officers were elected: C. C., A. D. Jarrard, Glendive, Mont.; A. C. C., W. S. Becker, Glendive, Mont.; S. & T., P. Reynolds, P. O. box 67, Glendive, Mont.; S. C., B. F. Morgan, Glendive, Mont.; J. C., J. G. Burton, Glendive, Mont.; I. S., W. Sayers, Glendive, Mont.; O. S., J. J. Morgan, Helena, Mont.; correspondent R. R. MONTHLY, W. S. Becker. After this the division was handed over to the officers elect for their care and keeping, and the following candidates were brought in and initiated by the regular officers of Gate City, No. 156, namely: Mr. Burton and Morgan. This was done in such a manner as to show that the officers elect had attended well to the instructions, and in their hands the Division was secure. Below is a list of charter members:

A. D. Jarred, J. G. Burton, I. L. Kissick, J. M. Johnson, E. J. Shields, J. W. Hatton, B. F. Morgan, W. S. Becker, J. J. Morgan.

The full day was taken up from 10:30 A. M. to 7:45 P. M., with one hour for dinner. So the work was well entered into and all felt that they had completed a good day's work. All are N. P. Conductors, all of which is respectfully submitted by yours in P. F.

J. S. MAXWELL.

WORK.

Now that we have entered on another year, with bright prospects for the future prosperity of the Order, it becomes the duty of each and every member to do all in his power to aid in advancing its best interests. And every one can do something in his humble way, either by getting some good man to join the Order, or some worthy brother to join our Insurance, the best and cheapest insurance in existence to-day. Brothers, do you think that 1,500 members in the insurance is a fair proportion out of a membership of over 6,000? Only one in every four being insured. We think not, and would urge upon you the serious consideration of this matter as being of vital interest to each and every one of us, and should not be neglected one day longer, for none can tell to-day but he might run his last train to-morrow. Let us then, while in the full vigor of health, make provision for our loved ones, and we can do it in no better way than by insuring in our own mutual. Let us try and make

it \$2,000 by the new year—a sum that will place them above being dependant on the cold charity of the world—while others can work for our MONTHLY; some by their contributions to its columns, and all by obtaining subscribers. This part of the work every member can help on by subscribing himself, and surely each one can get another to take it, while some will get five or ten, and some more. I know one brother who last year got 150 subscribers, and not one of them belonged to the Order. And I believe he intends to duplicate it again this year for Vol. No. 2. Who can beat him? Let all try, and then we will be able to commence the year 1885 with at least 15,000 subscribers.

27.

MY REMEMBRANCE OF BOSTON.

Brother, were you in attendance at the Grand Division's 17th Annual Session, held in Boston? If so, you must have returned with some vivid and lasting impression of that city. With its winding and irregular streets, its noble monument, and the statues which are seen in her parks and public places, with here and there an island standing out in the deep waters of that grand old ocean. Laugh as you will of her brown bread and baked beans, accuse her as you may of any and all eccentricities which may rightfully belong to her, yet behind all these the facts are plainly visible, that in the grand old relics of the primeval days of this republic these same monuments, and even these cemeteries where lie buried the old heroes of American independence, with perchance but a weather beaten slab, with little, or none, of the artistic or beautiful designs of our day to mark their last resting place. But as you stop and gaze at each one, and read each name, and for one moment connect the name with the history perhaps imperfectly remembered, of each, the thought comes clearly before you that here are buried the real and honest heroes of American rights and national freedom, and the lustre of their lives shine forth to-day just as brightly as if there were placed at the head of each grave a pedestal or monument of the choicest Parian marble. Those were the men that made American liberty possible; that guaranteed to us and gave to our sons and daughters, the precious boon we now enjoy; and in addition, a guaranty to every one who leaves a land of oppression and tyranny, and seeks a home and shelter beneath the flag with its glorious stars and stripes, a clear receipt in full from the thralldom of oppression. And as one stands on this sacred ground, by the side of Bunker Hill, and drinks in the history

of those days and nights which made this spot memorable to every American citizen—

You feel 'tis enough that one can tell,

I have stood on the spot where Warren fell,

and tried to remember one tithe of what it meant in those days to be a patriot. You gaze in astonishment at the varied mementoes and trophies in the old South Church, relics of the "days that tried men's souls," and made American freedom possible. You enter old Fanueil Hall and as you gaze on the picture of Webster, while naught but a picture, still it so life-like and natural, you imagine you can hear the sound of his voice, at least can eagerly drink in the truth of the sentiments he boldly proclaimed one hundred years ago. And hanging from these walls, a likeness of nearly all who by the sound of their voices in speech and prayer; by the strength of their manhood, with sword and arm, practiced as they preached freedom from British tyranny, then and forever. You next visit her Art Galleries, and as your eye rests on the beautiful works of art sculptured by the hands of many a noted artist of the Old World and the New, those magnificent paintings which, although one is not a critic or competent to admire with an artists keen perception, can at least see their beauty as the child does the colors of the rainbow, while feeling your very weakness and utter inability to judge of their merits as only a true artist can. And one never realizes more fully than when viewing the magnificent pictures which adorn these walls, the trite and truthful saying, "Where ignorance is bliss, 'tis folly to be wise." You stand on the summit of her State House tower and gazing far out in the harbor, your eye rests for a moment on the ships of nearly every size and shape. You give at least one glance at that beautiful Navy Yard, with its platoon of old-fashioned guns, seemingly standing sentry, yet harmless in their intentions. The grand old war vessel as she quietly rests in the deep waters so far below you, all unconscious of the part she played in cementing the bonds of universal freedom. Your eye glances over the broad expanse of a busy, thriving city of a million and one-half of busy people, and contrast the Boston of '76 with the city of to-day.

One cannot wonder that her inhabitants are proud of her ancient history, of her growth and almost unparalleled prosperity. And, finally, when you are warned that you must bid adieu to all these kindly remembrances, and farewell to all the friends of this glorious Order, whom a kind Providence gave you the pleasure of meeting, as well as the genial, hospitable and pleasant people of this city who kindly welcomed us and made our

sojourn among them so agreeable, we say good bye. And as we are borne away with lightning speed on one of her magnificent thoroughfares, dotted with the thrifty manufacturing towns and cities, which (and well they may be,) are the boast and pride of New England, one can then truly imagine why she is the metropolis of the far East to-day. But imagination even fades when contemplating the Boston of 1994—one hundred years from to-day.

E. H. BELKNAP.

PASSENGER—EJECTION FROM TRAIN.

Where plaintiff had been accustomed to ride between certain stations, without buying a ticket, for twenty cents, and got on the train at E to go to T, offering the conductor same sum, which was refused and thirty cents demanded, whereupon plaintiff good humoredly requested the conductor to stop the train and let him off, and the conductor pulled the bell cord and ejected the passenger, after he had offered the thirty cents, held, the railroad company is responsible in damages. A wilful refusal to pay the proper fare will justify expulsion from the train, and after a passenger has refused to pay his fare and is being put off the train, he acquires no right to passage by then tendering the fare demanded. But there must be a wilful or positive refusal to pay proper fare, or a boarding of the train and remaining thereon with the intention of defrauding the company or resisting demands for payment of fare. Affirmed.—[Texas & Pacific Railway Company v. Bond. Supreme Court, Texas, Tyler Term, December, 1884.]

C. S. WHEATON, G. C. C.—*Dear Sir and Brother:*—By your order I left home November 15th, for Alexandria, Va., where I organized Alexandria Division, No. 158, with eight out of the fourteen members. Although small in quantity, good in quality. The officers are: C. C., Wm. M. Mills; A. C. C., J. H. Bartlett; S. & T., A. A. Davis; S. C., G. Faulkner; Junior C., J. C. Ross; I. S., G. W. Butler; O. S., J. B. Staples; Correspondent, J. H. Bartlett. Time of meeting, 2nd and 4th Sundays in each month; place of meeting given later. Brother Chas. Bennett, of Division No. 5, rendered great assistance in perfecting the organization. I had the pleasure of meeting Brother Wm. Gould, of Division No. 5, one of my old associates in the railway service twenty years ago. While in this old historic city it called to mind the many incidents of my life while engaged on Government railroads; and calling to my mind that many of my old railway chums of that day have gone to that "bourne from whence no traveler returns."

Truly yours in P. F., C. A. MILLARDS.

LITTLE MABEL'S CHRISTMAS.

Written for the MONTHLY.

I dess I'll do to bed early, des like the chickens do,
 I'll say my little prayer twickly, I'll des real hurry it frew.
 I dess Dod will fordiv me, I don't tink He will tare,
 So hurry up mamma, and tiss me, den hear my little prayer.

So kneeling down beside her, those blue eyes closed so tight,
 The beautiful curls were falling over that face so white,
 Pease Dod ask papa and mamma, des put it in their head,
 To ask Santa Claus to 'member me; dare now, I'll do to bed.

Dear mamma wrap up Mabel; O, how de told wind blows;
 Des tuck baby up so warm-like, den I won't freeze my toes.
 Now here's one tiss for papa, and one for mamma too,
 An' I'll wake up so early, an' mamma, so mus' you.

So lying in her little bed, without one trouble or care,
 She wondered if Dod, for true, would des remember her prayer.
 For fear He might fordet it she said, I dess I'll teep
 One eye part open, maybe, and let the other sleep.

So Mabel, in her dreams, saw the chimney painted brown,
 She heard the jingle, jingle bells, saw Santa coming down,
 All wrapped in richest furs, two reindeers before the sleigh,
 And raising on one little arm, could just hear Santa say:

Ah! here's this little girls stocking; it's awful hard to find;
 Knit of lamb's wool, but I'll fill it full, she must be very kind.
 He hardly made one bit of noise, so still he tried to keep,
 As he looked in her face he saw both eyes had really gone to sleep.

In the bright light of the morning this little buttercup
 Was wide awake a long, long time before the sun was up.
 While rubbing her eyes she said: O, papa, mamma dear,
 I heard dem jingle bells all night, Santa Claus mus' been here.

So jumping out of bed so quick, her bare feet on the floor,
 Sounded just like the rain drops, pattering 'gainst the door.
 She looked all round the room, when almost ready to cry,
 Said, I dess that Dod fordod my prayer, so many jess like I.

I might have taut He would fordot, and brushing back her curls,
 No wonder Dod toudn't 'member me, deres tousands little dirls.
 An' little boys, I most fordot, why didn't I tink of you;
 Dey isn't all bad, an' so I spose dey mus' want something too.

O, mamma! I dess Dod tinks I'm wicked like the rest;
 Perhaps He tought my prayer too twick; I didn't do my best.
 O, mamma! papa! des look here! I'll des kneel down and pray
 Dat Dod fordiv all I've said, or, He'll take these things away.

O, look! my stocking des looks like its swelled all out of sape;
 See the tandy, nuts and team! des look! O, I'll have the tomack ake.
 I know now, I des happen to tink, what I'm doin' to do,
 I'll div whole lots to Baby Morse, an' den she'll have it too.

O, my! what a pretty, pretty box! I'll des open an' see;
 It's tied up fast, des tut the string; I wonder if it's for me.
 O, Gracious Muzzer! ain't it nice, the pretty little thing!
 O, tank you, Santa Claus, ever so much, my dolden finger ring.

And so through the presents she laid them out, one by one,
 And diamonds shone pale by the side of those eyes, her life just begun,
 As the sun's rays peeped in the window on her little feet all bare,
 She said, I des Dod and Santa would like their morning prayer.

Then kneeling down by mamma's bed, her white hands held above,
 And face, as well as her childish words, told of her perfect love,
 She thanked her Heavenly Father and Santa, when lo, a little tear,
 'Cause Christmas only came just once in every year.

Well, there is many a little Mabel, not like this little one,
 Who never knew for real, real true, that Christmas ever come;
 Who never heard the merry jingle of the bells which Santa wears;
 The share of a few is golden wheat, the many, only the tares.

Then you who have plenty don't forget, there is many a Mabel to-day,
 Whose lullaby is poverty's cry, their Christmas chime far away.
 Then not one of you as the snow blows through, aye the blinding storm,
 Makes their house as chcerless and bare as the manger where Christ
 was born,

E. H. B.

Railroad Department.

TOO MUCH COUNSEL.

Written for the MONTHLY.

From the incessant strain of business and labor
I have long meditated a respite to take,
To recuperate strength that has long been declining,
To inhale the fresh breezes of mountain or lake.

My money and time are not superabundant,
To economise, I resolved to consult
Some friends of experience who know such location;
I did, gentle reader; now mark the result.

I chose for my counsel three railroad conductors,
Who have traveled and seen more than most of our race;
Cal Wheaton, Cal Millard, and monstrous Miles Hoadley,
I called them together and stated my case.

The first one to speak was the silvery-tongued Wheaton,
In his voice so enchanting, magnetic and clear,
In language convincing, fraught with logic impressive,
He addressed me sincerely—I lent him my ear.

Said he:—Take the Central for a short trip of pleasure;
It winds through a country romantic and fair;
Each stream has its fishes abundant and varied,
Each mountain its woodcock, its wild deer and hare.

On this route there is Minnequa, once so notorious,
Though the firebrand its buildings has razed to the ground,
Its springs are yet pure and incessantly flowing,
Their equals are not on this continent found.

But should you desire a resort the most noted,
Where fashion and beauty assemble each year,
Visit famed Watkins Glen, with its cascades and fountains,
The grandest attraction of the great Southern Tier.

Cal Millard approached with his countenance beaming.
He says my dear friend before you decide,
I would call your attention to some points on the Erie,
Let judgment and reason be always your guide.

This road is the oldest and by far most reliable,
The main line and branches embrace in their fold
More attractive, noteworthy and prominent places
Than any and all my friend Wheaton has told.

There is Portage, so near that I need not describe it,
Lake Hemlock, Chatauqua, and the bridge of Kinzua,
The falls of Niagara, the great works of nature,
Their breezes will bring back your blushes to you.

Then Hoadley, advancing, says I won't deceive you,
The friendship long formed is existing still.
Take a trip on the Lehigh, by the old Susquehanna.
Once more wave a kiss to the maid on the hill.

'Twill recall to your mind the fond scenes of your boyhood,
When together we braved the great risks of the rail.
Though changes exist that may mar recognition,
There are places unaltered—take the trip without fail.

Take a look from Fair View, on the Wyoming valley,
The most beautiful landscape that mortal can see,
With its monument towering and silently telling
What lives have been offered that we might be free.

Pay a visit to Chunk and the glen Onoko.
The rivals for grandeur of this present day;
Take a glance of farewell at the wonderful switchback,
And the thousand more scenes that are spread by the way.

So confused have I been by these great verbal paintings,
Interestingly pictured by those knights of the rail,
That the winter is here and no trip have I taken,
To seek a conclusion was only to fail.

GARRY OWEN.

—Superintendent Robert Williams, of the B., C. R. & N. spends Christmas visiting friends in Connecticut.

—Brother J. C. Fox, Superintendent Iowa Falls Division, B., C. R. & N. spent Christmas in Cedar Rapids. He is at present located at Pipestone, Minnesota.

—The many friends of our worthy Brother, E. C. Soule, will be pleased to learn that he is still with the B., C. R. & N. Railway, in the position of Train Master, in charge of the Pacific and Clinton Divisions.

—It is reported that some sweeping changes are being made on the Missouri Pacific Railway in the official staff, which we hope is not the case, as that, coupled with a reduction of wages on the entire line will unsettle railroad business in that section for some time at least.

—The heaviest verdict we have ever noticed was given in the United States Court at St. Paul, Minnesota, in case of a passenger vs. the B., C. R. & N. R'y for damages on account of loss of eyesight. He was a passenger on one of their fast passenger trains which was wrecked. The jury awarded him \$50,000.

—We regret to note that Brother Frank R. Steward, of No. 79, has met with a severe and painful accident, which resulted in the loss of his left leg above the knee, the right crippled to such an extent that he will not be able to use it for a long time, also his right hand badly crippled. We extend our sincere sympathy.

—We had the pleasure of a short visit with Brother J. B. Morford, of No. 54, at his place of business in St. Thomas, Ontario, last week. He is right well and doing nicely. He is at present Superintendent of C. S. Divisions of the M. C. Railway. His estimable wife has been ill for some time. We hope to chronicle her speedy recovery.

—Commencing Thursday, Dec. 25th, the fast Milwaukee express of the Chicago, Milwaukee and St. Paul Railway company, leaving Chicago at 5 p. m. daily (except Sunday), will have dining-car through to Milwaukee, serving supper en route, giving ample time for a square meal and a trial of the unequaled dining-car service of the St. Paul road.

—It may not be generally known that Illinois leads all the other states in railway mileage, by a little over 1,600 miles. The following from the *Railway Age* gives the approximate mileage of the leading states: "Illinois, 9,128; Iowa, 7,481; Pennsylvania, 7,468; New York, 7,369; Ohio, 7,315; Texas, 6,127; Indiana, 5,570; Michigan, 5,241; Missouri, 4,754."

—The forthcoming annual report of State Railroad Engineer Britton shows that the total railway mileage in the state of Texas, on the 1st of December, was 6,733 miles, being an increase for the year of 268 miles. Col. Britton is authority for the statement that there is no truth in the report that the Missouri Pacific system in Texas intends to cut down the wages of its employes.

—Unity Division, No. 235, B. of L. E., are to give a grand ball at their rooms in New York City on the evening of February 10th. Mr. P. McArthur, G. C. E., will be present. We are also in receipt of an invitation and may arrange our business so as to be there about that time. The gentlemen have our best wishes for the success of their undertaking both socially and financially.

—The train bound north at 9:00 A. M., on the Northern Central road, jumped the track about six miles north of Newark, New York, on the morning of Dec. 20th, while running twenty miles an hour. One passenger coach containing eighteen or twenty passengers went off and ran about twenty rods. After leaving the track the car remained upright, took fire and burned up. No one was hurt.

—THE INTERNATIONAL BRIDGE, NIAGARA RIVER, AT BUFFALO.—In conversation with a prominent official of the Grand Trunk Railway it was learned that the corporation had decided, in view of the frequent snow blockades which had occurred, to change the structure of the International bridge from an open to tubular one, so as to prevent the interruptions to traffic which have occurred in the past.

—A traveler was leaning at night against a railing at the Harper's Ferry railroad station. A locomotive came along and he sprang lightly over the rail to escape the possible danger. He thought it was a meadow on the other side, but knew his mistake when he struck in a muddy stream forty feet below. On being rescued he was asked his name. "I wouldn't tell you for a thousand dollars," he replied, "describe me simply as a fool.—[Ex.

—The RAILWAY CONDUCTORS' MONTHLY, the official organ of the Order of Railway Conductors, formerly published at Elmira, N. Y., has been removed to Cedar Rapids, Iowa. It is a handsome monthly, filled with interesting reading matter, and should be in the hands of every member of the order. Beginning with the year 1885 it will be of still greater importance, and is to be enlarged to 56 pages of reading matter. It is edited by C. S. Wheaton, Grand Chief Conductor.—*Battle Creek Sunday Call.*

—The intense cold weather extending all over the country has generally delayed trains, and on some roads it was impossible to move freight trains at all and passenger trains were from three to ten hours late. The mercury ranging from 47 degrees below zero in Manitoba to 3 degrees below at St. Louis and 20 degrees below at Boston. Fortunately there was but little wind, or with the amount of snow on the ground a general blockade would have been the result. Thus far but few accidents are reported.

—When the 7 o'clock passenger train from the west arrived at the Central depot, Lockport, Monday, Dec. 21st, the headless body of a well dressed man was found lying on the pilot with a cap beside it. The engineer said he did not know when he struck the man, but supposed it must have been at the west end of Spring street bridge, in the city. His head has not been found and was probably ground to jelly by the engine's wheels. He was identified by letters on his person as Lyman S. Gunn, a well-known music dealer of Medina.

—TRAIN ROBBERS.—A passenger train on the Little Rock & Fort Smith road was stopped near Little Rock, Ark., on the night of December 6th, by robbers, who, though only five in number, succeeded in cleaning out the express safe and carrying off nearly all the money and valuables of the passengers. Early on the next morning they were followed up by the aid of blood-hounds, and five men were captured who are believed to be the robbers wanted. The State offered \$10,000 reward for their capture and the railroad an equal amount.—*Railroad Gazette*.

—An amusing accident occurred to Grand Secretary Daniels during his trip southwest last summer. On retiring for the night at Tulare, Cal., he left a call at the office of the hotel, as he desired to take a train due about 2 A. M. Promptly at the hour the call was made, and after hurrying out and getting ready to take the train, the hotel clerk quietly asked him if he was the gentleman who was to take the 2 A. M. train. Yes, sir, promptly responded D. Well, it's six hours late, meekly rejoined the clerk. We will call you when it's due, if you want to sleep.

—The Chicago and Grand Trunk Railway Company are to be commended for kindness to their patrons. On Christmas they gave free meals to all their patrons on dining cars and at their dining rooms, serving breakfast, dinner and supper to all. The dining car service on this line is under the able management of Col. John Watson, and he is an artist in that line. The C. & G. T. R. R. own and operate their own dining cars, and they are among

the finest in the country. The enterprise of this line speaks volumes of praise for the able management of Mr. Spicer, General Manager.

—A complication has arisen in view of the near completion of the Wisconsin Central company's line to St. Paul. This company reaches Milwaukee over the Chicago, Milwaukee & St. Paul tracks from that city to Schleisingerville, thirty-seven miles, for the use of which it has a twenty years' lease. The Chicago, Milwaukee & St. Paul company claims that this lease did not contemplate the use of this track as part of a new line to St. Paul in competition with its own line, and gives notice that it will not permit through St. Paul business to be carried over the line. The Wisconsin Central people say that they are prepared to extend their track from Schleisingerville to Milwaukee if no other settlement can be reached.

—A novel phase of the eastern passenger war is reported from Schenectady, N. Y. A boy rushed into the New York Central office and asked for ten tickets to Amsterdam. It looked peculiar, and the agent refused to furnish them. A few minutes afterward the local agent of the West Shore came in and throwing down a bill demanded ten tickets. The Central man again refused, saying: "I'll not sell you tickets to be used in the interest of the West Shore road." The West Shore man then demanded a single ticket, saying that he was a citizen and had business in Amsterdam, but the Central agent would not sell. It is claimed that the West Shore has been making connections from Schenectady and furnishing its patrons with Central tickets to Amsterdam and Albany. The West Shore agent now says he will sue the Central for a pecuniary loss he sustained by their refusal to sell him a ticket.

—The following appointments have been announced by General Manager Pugh, of the Pennsylvania Railroad: The following appointments and transfers of division superintendents are announced: W. N. Bannard, Superintendent Amboy Division, in place of Isaac S. Buckelew, deceased; James Reed, Superintendent Schuylkill Division (the new line to Reading), in place of W. N. Bannard, transferred; J. B. Hutchinson, Superintendent Altoona Division, in place of J. Reed, transferred; Wilson Brown, Superintendent Frederick Division, in place of J. B. Hutchinson, transferred. The following appointments and transfers of division engineers are also announced: W. H. Myers, Assistant Engineer Philadelphia Division, in place of W. Brown, promoted; Charles K. Lawrence, Assistant Engineer Middle Division, in place of W. H. Myers, transferred; Victor Wierman, Assistant

Engineer West Pennsylvania Division, in place of C. K. Lawrence, transferred. Mr. Wierman is promoted from Supervisor.

—While a 10-ton tank-wagon of creosote oil was passing over the Caledonia line, it was discovered that a brass plug three inches in diameter in the bottom of the tank, and used for emptying it, had fallen out. The leakage was so great that the ground between the rails for thirty yards was covered with oil fully three inches in depth. A station agent endeavored to plug the hole with waste, but before the leakage was stopped the tank was nearly empty. By this time the stream of oil was rushing over the north embankment of the railway into an adjacent field, where there is a drain leading to the river Allan, a distance of 150 yards. The oil, getting into the conduit, poured into the river, killing every living thing as far down as Dumblane. Thousands of fish lay dead in the river, no fewer than 300 being counted in one pool. Even the eels and water rats were poisoned. The Allan is a favorite stream with anglers, and years must elapse before the river is restored to the condition in which it was before the accident.—*Railway Express*.

—Sunday morning Lehigh Valley freight engine No. 393, drawing three box cars loaded with kindling wood and running at the rate of ten miles an hour, on the Pennsylvania Railway Company track, struck an ill-adjusted switch a quarter of a mile east of the Passaic River Bridge, east of Newark, and the locomotive and tender were derailed. The engine ran about one hundred yards over the ties and then plunged into the ballast and turned completely over and buried the fireman, John Pfetzing, of Easton, in the ruins of the car trucks, which slid out from under the cars and piled upon the wrecked tender, scattering the cars across all four of the tracks. Pfetzing was instantly killed, and his body was recovered from the wreck two hours later. The engineer held fast to his lever and escaped uninjured, running his engine to Jersey City, where it was placed upon the track several hours after the accident.—[We clip the above from the *Railroad Herald*. The occurrence was truly a lamentable one, but the position of the engineer running his engine to Jersey City off the track, and turned completely over, is ludicrous in the extreme, and must have been a rare sight to all who beheld it.—EDITOR.]

—The cold weather and the disasters which stand recorded in the opening month of 1884, says the *Hartford Times*, would almost justify the astrologers who believe in the evil influence of the “malign aspects” of Saturn, or some

other bad planet. Look at the terrible list: January 2—Railroad collision near Toronto; twenty-nine persons killed. 4th—Mercury forty-eight degrees below zero in the west and northwest. 5th—Burning the convent at Belleville, Ill., with the loss of thirty-seven lives. 6th—Yale students injured by a railway crash in Indiana. 14th—Chinese steamer lost on the Hie Shan islands; 204 lives lost. 15th—Railroad train on fire near Bradford, Penn.; twenty-nine killed and injured. 18th—Steamship City of Columbus, from Boston for Savannah, wrecked at Gay Head; 101 lives lost. 24th—Explosion of fire-damp in a coal mine in Colorado; fifty-seven men killed. 31st—Train falls through a bridge in Indiana; six persons crushed or burned to death and nine injured. A hundred other accidents, taking a simple life each, or seriously wounding the victim, could be added to the list—which, moreover, includes (with but one exception,) only that small part of the world included in the United States and Canada. If the rest of the year is to go on at this rate, the newspapers will have enough to do to publish the news of disasters.

—LOUISVILLE, Ky., Dec. 22.—[Special.]—Particulars of a fatal railroad accident at a point two miles east of Eddyville, Ky., reached here this morning. The mishap occurred about 9 o'clock last night, and besides killing one and wounding two others resulted in considerable loss to the company. The train was due at Eddyville a little after 9 o'clock. When within two miles of Eddyville the locomotive struck a cow crossing the track. The animal was thrown under the wheels causing the engine to jump the track and precipitating it down an embankment. Eight of the cars were thrown off and piled in an indiscriminate mass by the side of the track. James Hudson, a brakeman, was painfully bruised. George Gore, the engineer, was crushed beneath the cars and seriously injured. Henry Bunnington, the fireman, fell under the engine and was crushed and mangled beyond recognition. The body of Bunnington was so tightly wedged beneath the engine that it could not be taken out. The engine was turned bottom side up and is badly damaged, if not a total loss. The eight box cars are also considerably wrecked, but are probably not as much so as the engine. The damage to the road is about \$9,000.—*Chicago News*.

—Complaint is made in Mexico, of the extreme heat often prevailing in the Pullman cars, caused, not by the temperature of the air, which is not excessive on any part of the table land, but by the fierce rays of the tropic summer sun beating down on the roofs and heating the cars like ovens, so

that they do not cool off until far into the night. The remedy for this, says the *Mexican Financier*, would be double roofs, or their equivalents in the shape of awnings stretched over the roofs, an expedient that has been tried with great success elsewhere. It is probable that by this means the heat could be reduced by several degrees, and one of the greatest drawbacks to travel by railway removed. The car of the general manager on the Sonora Railway is thus provided with an awning which gives the most satisfactory results. In order not to obstruct light and air from the ventilating windows it would be advisable to divide the awning into three sections, one being stretched over the raised portion of the roof, and the remainder over the roof at the sides, below the ventilating windows. It would probably be also desirable to protect the roofs of the first-class cars in the same way, the additional comfort thus giving them a most substantial advantage over the second-class.—*American Railway Journal*.

—The following are the facts in regard to the accident on the Baltimore & Ohio railroad, near Bremen, Indiana, made known here to-night: The train was a fast express from Washington, due here about 9:30 o'clock in the morning. It was running at the rate of forty miles an hour when it struck a broken rail or some similar imperfection in the track. The engine and the forward part of the train passed over safely, but the dining car and two sleepers were derailed and overturned. The dining car took fire and was burned up, but the sleeping coaches were saved from destruction. There were sixteen persons in the sleepers and it is almost miraculous that none of them were killed or fatally hurt. Hon. Hiram Y. Smith, of Des Moines, suffered laceration of the feet and legs. Several others were slightly hurt and all more or less shaken up. The occupants of the dining car suffered most severely. Edward McCabe and Joseph Pratz, cooks, and Edward Gray and R. McNaughton, waiters, were rescued badly wounded, being scalded, burned and singed, and will in all probability die. Steward Daly was only slightly hurt. The wounded were brought to this city, Baltimore, this afternoon.—*Cedar Rapids Republican*.

—Two new systems of beating railroad conductors have been discovered and it is said practiced on Canadian roads. One of these consists of a new way to make one ticket good for two passengers. The *modus operandi* is for one of the two men to go into the retiring room while his companion watches for the conductor. As soon as this official appears this man walks deliberately to the door of the retiring room and half opening the door so as to

shield his friend while apparently giving the conductor a full view of the inside, hands the latter his ticket and enters the retiring room. The conductor fancies there is no one else there and passes on. The other dodge is to purchase a local ticket for a short distance and give it up to the conductor, then on his return ask him what time he will reach some place on a branch line, and by putting a few questions give the conductor the impression that his ticket read to the point about which he had been asking. When the junction is nearly reached and the conductor is calling for tickets for the junction point, the "beat" says my ticket is for—the place about which he had been asking, and the conductor passes on with the words "all right" remembering the conversation which had passed between them. The "beat" still further impresses the conductor with his good faith by pretending to reach for his ticket.—*Toronto Globe*.

—Our readers who have been engaged in "plowing snow" on the western roads for the last fifteen winters, will probably be astonished by the following description, from the *Buffalo Courier*, of the dimensions of "a big snow plow that has just been completed at the Buffalo car works, a monster snow plow for the Rochester & Pittsburg, which is regarded as one of the finest and best constructed that ever was sent over the rails. It has two pair of trucks, is fifteen feet high from the rail to the elevated deck, thirty-three feet long and weighs 58,500 pounds, and is loaded with 1,700 feet of old rail. Its sides are fourteen inches in thickness, without a spliced sill or plank in the whole structure, and it is calculated to stand a pretty severe racket. The first three sills are of white oak and the remainder of the frame is of Georgia pine. There is a cupola, large enough to hold two persons, and beneath it is a room fitted with windows that is capable of accommodating ten people, and is heated with a coal stove. The lining on the point is of sheet iron. The plow is completely equipped with wrecking apparatus. When in operation it will be pushed over the road by a heavy locomotive."—Some of the western railway men could tell the *Courier* about plowing snow with a plow nearly twice the length, and considerably higher than the one described above, and pushed by from three to a dozen heavy locomotives.—[Ed.]

—A decision was rendered by the Supreme Court of the United States to-day in the railroad tax case of the Memphis and Little Rock Railway Company, as re-organized against the board of railroad commissioners of the state of Arkansas, in error to the Supreme Court of Arkansas. This was a suit brought by the railroad company to enjoin the board of railroad commis-

sioners from appraising for purposes of taxation any part of said railroad company's property, on the ground that it was exempt from taxation by a contract with the state, contained in its charter of incorporation. This court holds that the exemption from taxation contained in the incorporation act of 1853 was intended to apply only to the Memphis and Little Rock Company as the original incorporation organized under it; that it did not pass by the mortgage of its charter and works to the mortgagers or purchasers at judicial sales; that the franchises contained in that conveyance were limited to those which had been granted as appropriate to the construction, maintainance and operation of the railroad as a public highway, and the right to profit therefrom, and that the appellants, not having become a corporate body until after the restrictions in the constitution of 1874 took effect, was thereby rendered incapable in having or enjoying the privilege of holding its property exempt from taxation. The decree of the Supreme Court of Arkansas is therefore affirmed.—*Chicago Times*.

—The Baltimore & Ohio, Missouri Pacific and some other lines have experienced some trouble from bad welds in the frames of their Consolidation engines. We understand that no welds exist in the frames of some engines now building for the former road at the Pittsburg Locomotive Works, the frames complete being cut out of a solid slab or plate rolled especially for the purpose, being wide enough to take the extreme depth of the pedestal jaws and top bar of the frame. If a stout steel plate, say 2½ inches thick, 30 inches deep, and 25 feet long, can be procured at a reasonable price, it might be used to make a strong and durable frame. A great deal of metal would have to be cut away, and would be lost unless it could be drawn down and utalized for some of the more important rods, links, and pins about the engine. On the other hand, no smithwork would be required, and as steel plates can be rolled of a very even thickness, and to a fine surface, no planing would be requisite, and some saving would be effected in the drilling, though a large amount of slotting would be necessary. The experiment seems worth trying. As the strain on locomotive frames is not applied very suddenly, tolerably hard steel might be used with advantage, as the surfaces of the pedestal jaws would better stand the battering of the wearing pieces, and the whole frame would be stiffer and less liable to distortion when the engine is working hard.—*Railroad Gazette*.

—SINGULAR ACCIDENTS.—On December 5th, as a mixed train on the Kingston & Pembroke road was near Verona, Ont., running at a high rate

of speed, an explosion occurred near the stove in the rear of the passenger car. It was thought at first that the stove had fallen down, but instantly the car was lighted up with a bright flame. A suffocating gas which filled the car caused an immediate rush for the door by the terrified passengers, who fled, leaving their traps. The platform, steps and doorway of the car were soon jammed, and numbers were held back, unable to get out for some time. During the panic the bell-rope, by being pulled on from both sides, broke, without giving a signal to the engineer to stop. The train was rushing along at the rate of thirty miles an hour, and it was with difficulty that the passengers were prevented from jumping off. In the meantime some one ran through the baggage car and, shouting over coal cars, brought the engineer to a sense of the danger, and he brought the train to a stop. Passengers and train hands then put out the fire with water procured in the ditches by the wayside. The accident was caused by some passenger placing a parcel near the stove which is supposed to have been a large bottle of phosphoric acid. The person who put it there declared he did not know its contents and was bringing it to a school teacher. It was very fortunate it was placed at the back instead of the front end of the car, otherwise the passengers would have been forced to jump off the train, and great loss of life must have followed. As it was, some of them suffered severely from inhaling the gas. Several seats in the car, the floor, and the valises and clothing left by the passengers were burned.

—The organization of a lodge of the Brotherhood of Locomotive Firemen, at Grand Army hall, Lake street, Monday evening, was an event of more than passing interest and marks the beginning of what promises to be one of the most prosperous branches of the order in the country. The lodge was instituted by S. M. Stevens, of Terre Haute, Indiana, grand organizer, and was named Wheaton Lodge, No. 242, in honor of Mr. C. S. Wheaton, of this city, editor of the *Conductor's Monthly*, and grand chief conductor of the Order of Railway Conductors of the United States. The following officers were elected and installed: Master, J. B. Carpenter; Vice-Master, W. T. DeLaney; Secretary, Emery Denio; Financier, J. H. Bartholomew; Warden, Lloyd Reikoldifer; Conductor, W. E. Stapleton; Chaplain, A. G. Carpenter; Inner Guard, George E. Bigelow; Past Master, T. W. Outt; *Magazine* Agent, Lloyd S. Higgins; assistants to same, T. W. Outt, A. G. Carpenter and W. E. Stapleton; Trustees, T. W. Outt, Emery Denio, W. T. DeLaney. The officers were selected from among firemen employed upon all the roads centering in this city and are an able body of

gentlemen, well calculated to push the interests of their worthy order. The brotherhood was originated in Port Jervis, New York, December 1, 1873, and has grown so rapidly that lodges exist in every state in the union except four, and has a membership of thousands. The amount paid at death or total disability is \$1,500. The brotherhood was organized for the purpose of elevating its members to a higher social, moral and intellectual standard and for the promotion of their general welfare and the protection of their families.—*Railroad News*.

—THEY HAD BETTER MOVE.—“This is the fifth or sixth suit brought against our line by the same family,” remarked a railway official as he proceeded to examine a petition upon which a new case has been founded yesterday afternoon. “The woman who happens to be plaintiff in the case wants damages for the loss of a valuable cow that was killed by one of our trains near her home at Buffalo, Ill., and I can hardly blame her for feeling she is entitled to some recompense from the company, as the road has played sad havoc with nearly all she held near and dear in this world of misery. About a year ago, if I remember correctly, one of our fast passenger trains ran over and killed a sow and litter of pigs she was guarding with great care. She brought suit for damages but failed to recover. A month later we ran over and killed her valuable cow, and before three months had elapsed her husband was caught on a crossing by the same train with a wagon and team of horses, all the stock he had left. Our fastest train ran into the outfit while traveling at the rate of forty miles an hour, and killed both the man and the horses. Overwhelmed with grief the poor woman hardly knew what to do. At last she started a boarding-house and endeavored in that way to support her two small children. Taking compassion on her the neighbors raised a subscription among themselves and made her a present of a \$50.00 cow. I am now reading over the petition in which she claims \$50.00 damages for the loss of this animal, which was run over and killed by our fast express about a month ago. I am not superstitious, but I fear that the woman and her two children will certainly get killed unless they move away from the line of our road.”—*Louisville Courier-Journal*.

—The change in the runs of passenger conductors on the N. Y. L. E. & W. R'y, has put a new face on the future of this popular line. We are glad to note that each and every man has cheerfully accepted the situation and all ran as smoothly the day of the change as the day before. To give our readers some idea of how great the change has been we give some facts regarding

it. Brother M. L. Wood, who has had charge of Nos. 1 and 8, Owego to Buffalo, for twenty years, now takes Nos. 2 and 7, Binghamton to New York. He has been in the service of the company thirty-five years. Brother H. Hurty, who has had charge of trains No. 3 and 12, Elmira to Dunkirk, for eighteen years, now has charge of Nos. 1 and 8, Western Division, Hornellsville to Salamanca. He has been in the service thirty years. Brother R. H. Stuart, in charge of Nos. 3 and 12, Elmira to Dunkirk, for twenty years, now takes same train, Elmira to New York. He has been in the service thirty-eight years, and has filled every position from brakeman to Superintendent of a Division. By this change five passenger conductors are set back on mixed trains, and five from those trains back on freight, and about twenty brakemen are trying titles for places. Most of them will probably leave the service or go on freight. Some of the runs are long and hard but all are trying their best to make the matter successful and assist the management in carrying out the ideas of reform. We hope the commendable spirit shown by the conductors will influence the other departments when their turn comes to carry their share of the burden, as we believe the policy of the management will be a consistent one, and if so some sweeping changes will soon be made in the other departments. Mr. King has certainly shown the true spirit of reform as he commenced at the head and has followed it so far down the scale consistently, and if continued, as we have reason to believe he will, this grand old line will soon take her proper rank among the great roads of the country.

—A New York *Tribune* reporter recently asked Manager Collier, of the Union Square company, what amount he spent annually in railroading. Mr. Collier replied: "That is something that I never have figured out exactly, but I can give you the basis for a pretty close calculation. My average fares for each company will be about \$125 a week. For the five companies playing on an average thirty-seven weeks each, this amounted to over \$23,000. But that sum does not include the expenses of the home company, which generally travels for eight or ten weeks prior to their playing at this theater, or the freight on printing shipped in advance of each company to every stand at which it plays, or my own expenses on the frequent trips I am compelled to make. Altogether, the amount we annually pay to railroads must be considerably over \$30,000. With each of the 'Storm-Beaten' and 'Lights' companies," continued Mr. Collier, "is a car for scenery, built by the Pennsylvania Railroad according to my design. Each car is over sixty feet long and contains two low trucks, on which the scenes

are packed. When the car arrives in a town, these trucks are pulled out and hauled to the theater, and after the performance are reloaded and once more put in the car. By this arrangement a vast saving of time, labor, and wear and tear is avoided. Indeed, if it were not for this plan, it would be impossible to present such heavy pieces in one night stands. The 'Lights' requires eleven complete scenes, and though 'Storm-Beaten' has not as many, the elaborate character of several of the sets causes as much 'stuff' to be carried. With each car goes every 'property' required in the representation, except ordinary furniture procurable in every theater, including calcium lights and machinery for producing the aurora-borealis effects, so that I give just as perfect a presentation in every particular at, say Penn Yan, as I did at the Union Square theater. Each of the cars, with its scenery, properties, etc., is insured for \$10,000.—*American Railway Journal*.

—CHICAGO, BURLINGTON & QUINCY.—This company's statement for October and the ten months to October 31, is as follows: Earnings, Oct. 1884, \$2,683,597; Oct. 1883, \$2,742,479; ten months 1884, \$21,189,422; ten months 1883, \$21,376,677. Expenses, Oct. 1884, \$1,177,661; Oct. 1883, \$1,115,245; ten months, 1884, \$10,967,383; ten months, 1883, \$10,706,793. Net earnings, Oct. 1884, \$1,505,936; Oct. 1883, \$1,627,234. Per cent. of expenses, Oct. 1884, 43.9; Oct. 1883, 40.7; ten months, 1884, 51.8; ten months, 1883, 50.1. For October the gross earnings decreased \$58,882, or 2.2 per cent., and the net earnings \$121,298, or 7.4 per cent. For the ten months the decrease in gross earnings was \$187,255, or 0.9 per cent., and in net earnings \$447,845, or 4.2 per cent. It is reported that the company will soon begin work on the cut-off or short line from Creston, Ia., to Council Bluffs, about sixty miles. This will shorten somewhat the distance between Chicago and Council Bluffs by this road. This company is in the situation, unusual for railroad companies just now, of having more money than it needs. Last April the company offered 69,578 shares new stock to stockholders, payments to be due 10 per cent. May 31 and 30 per cent. August 20, October 20 and December 20, interest being allowed on prepayments, and the stock to be delivered January 1, 1885. All payments, except the last, have been made. The company does not need the balance of the money now, and therefore makes the following proposition to subscribers: "Until Dec. 20, 1884, subscribers to new stock under our circular of April 7, 1884, are hereby given the option to make their final payment as per inclosed notice, and receive certificates for their new stock Jan. 1, 1885, as originally proposed; or to receive, on application, certificates for such proportion of their new stock

as they may have paid for, and defer the payment of the amount still due until June 20, 1885, at which time the balance of the stock will be delivered. Interest will be charged on such deferred payments at the rate of 3 per cent. per annum, and credit will be given (without interest) for any dividends or other emoluments which may accrue between December 20, 1884, and June 20, 1885, on the undelivered stock, the same as if it had been paid for and delivered."—*Railroad Gazette*.

—MICHIGAN RAILROADS.—The annual report of W. P. Innes, commissioner of railroads, contains a good many facts of general interest to the public. Fifty-nine corporations reported to the commissioner, the properties of fifty-three of which are of a permanent character and are classed as commercial roads. The remaining six having been built in connection with lumbering operations will disappear with the exhaustion of the forests upon which they rely for traffic. Seven new companies, with a proposed capital of \$6,782,000 and 547 miles of road, have filed articles of association with the Secretary of State since the last report. There are 5,044 miles of road in the state, an increase of 78 miles over last year. There are only seven counties in the peninsula without railroad accommodations. The capital stock of all the roads is put at \$260,653,155 and the cost at \$545,978,532; and the debt at \$328,030,122. The excess of stock and debt over cost is about \$42,000,000. The total revenue from traffic of all the roads in Michigan for the fiscal year was \$90,412,559, and the expenses \$61,190,996. Of this surplus \$7,337,000 went for dividends, \$17,000,000 for interest on funded and floating debt, and \$5,851,000 for rentals. The operating expenses were 12 per cent. over last year, while the income increased 26 per cent. Comparing the volume of freight moved in the state during the year with that moved in other states, and the rate charged per mile, the report shows that next to Ohio, Michigan has advantage of the lowest rates of any state in the Union. There were 57,104,324 tons of freight moved during the year, at a cost of 99-100 of a cent per mile. The cost in Illinois was 1.18, in Wisconsin 1.75 and in Connecticut 1.95. The rates of the Michigan Central road were 63-100 of a cent for through freight and 1.03 on local freight. These figures show that the Michigan Central road charges less by two-thirds than the average rates of the New England companies, which, by the terms of its charter, its prices must be regulated by. There was a larger number of casualties than for any other year in the history of the department. Fifteen passengers were killed and fifty-four injured; sixty-two employes killed and 283 injured; Eighty-six others killed and seventy-three injured—a total

of 579. The company officials report that 344 of the above happened by reason of the negligence of the parties hurt, while 114 came from undoubted accident. The total number of passengers carried during the year was 25,312,275. From this it appears that one passenger was killed of each 1,493,734 carried, and one injured of each 460,223 carried. In Massachusetts one passenger was killed to each 1,102,049 carried; in Connecticut one to each 8,176,308 carried; in Pennsylvania one to each 1,776,014 carried, and in Ohio one to each 806,799 carried. The most prolific cause of accident is the coupling of cars. Another cause is the falling from trains by freight brakemen. To remedy this automatic coupling and brake power must supersede the present methods. The commissioner says that in the main the general railroad law of the state is wisely adapted to the regulation of the railroad corporations, and requires little or no amendment. No complaints of discrimination in freight rates were reported to the bureau during the past year.

HANDSOME GIRL ON A CROWDED CAR.

She wears a sealskin cap and cloak, she travels all alone,
 She spreads herself out upon two seats as if they were her own.
 A dozen weary passengers are standing with a frown,
 Or walking up and down the aisle, impatient to sit down.

They gaze at that elastic girl who lies extended there,
 They look upon her lovely form and long her seats to share;
 They see the beauty of her hands, the sweetness of her face,
 But none whose gaze is bold enough to ask her for a place.

Each lustrous eye with splendor beams, no words of mine may tell;
 Sweet as an apple bloom she seems, or oyster on the shell.
 They gaze upon her striped hose, her dainty slippered feet,
 But who can ask that angel there to take them off the seat?

Then comes a dapper drummer man, who wears a winning smile,
 A diamond pin, an ulster coat, a hat of latest style.
 He bends above that selfish girl like lover o'er his bride,
 And whispers, "Please be kind and let me sit here by your side."

Then rises up that glorious girl, too much surprised to speak,
 The glance she gives him liquefies the brass upon his cheek;
 The red blood rushes to her face, she looks like one enraged,
 She hisses, "I would have you know these seats, sir, are engaged."

A titter runs along the aisle, while like a shooting star
The doleful drummer slips from sight into the smoking car.
She grabs her bundles from the rack, her rubbers from below,
Then sits behind them, fortified against the coming foe.

A woman enters at the door, a plain, bucolic thing,
Who bears a bandbox in her hands, tied with a "pucker string."
She rudely flings her parcel down upon the slippered feet
And says: "Jist h'ist your bundles out, I'd like to hev a seat."

A change comes o'er that maiden's face; it reddens like a flame—
A glance of withering scorn she casts upon the wrinkled dame.
Then, pouting out her pretty lips, she shrieks into her ear,
"I'd like to have you understand these seats are taken here."

The spinster picks her bandbox up, she turns away and sighs,
Then to the woodbox walks and sits behind the stove and fries.
The standing throng adown the aisle all break into a roar,
The sweet girl shuts her languid eyes and soon begins to snore.

A Dutchman comes on board the train, with patches on his knees,
With two dead turkeys in his hands, he smells of Limburg cheese.
He wipes his nose upon his sleeve without a speck of pride,
He throws her bundles on the floor and sits down by her side.

Loud laughs the crowd, the train rolls on; the rigid turkey toes
Protruding from beneath his arm just lightly touched her nose.
She wakes; she screams with sudden fright; he greets her with a stare.
"You are no gentleman," she cries. He says, "Vell, vot I care."

Along the train through woodland flies, by fields no longer green,
The look upon that maiden's face the saddest ever seen.
By pity soon our mirth is stilled, the boisterous laugh is hushed,
With tears her pretty eyes are filled, she looks completely crushed.

When on a crowded car I see a stranger on his feet,
While near at hand a woman sprawls her luggage on a seat,
Who greets him with a sullen frown, nor cares how long he stands,
I love to see my friend sit down with turkeys in his hands.

EUGENE T. HALL.

Fraternal Department.

MINNEAPOLIS, Dec. 8th, 1884.

C. S. WHEATON, EDITOR MONTHLY:

We are in receipt of the last number of our organ for 1884. Beginning with the first number they have been read thoroughly and carefully, then laid away, and so on with each succeeding monthly until we have come to the perusal of this December number, the last we are to receive in this its initiatory year. Taking up No. 1, we cannot help contrasting the difference between it and No. 12. A continued improvement has been manifest from the first issue to the last. Growing in interest as it grew in age, it has become a literary gem, which to a railroad man he cannot well do without. If my thoughts are not excluding those of older and wiser heads, as well as more experienced Brothers, I would say a word to those who like myself, are young in years as well as in the order of Railroad Conductors. This book, it is evident, could not have been placed in abler hands than those who now hold the reins of its control. We have seen how, with its seemingly insurmountable obstacles to contend with, it was started and bravely carried forward overcoming the obstacles, surmounting all difficulties until it is presented to us now a book, a work, of which we may all be proud. Have we sufficiently pondered upon how heavy must have been the load these leaders in our order shouldered and carried along for the past year? What hopes, what fears, what hours of mental labor they have endured to make this work meet the approbation. Or do you think your work complete when the subscription price is paid. We can see in the last issue what grand achievements have been made the past year. Why cannot each Brother feel determined to add his mite to the glorious cause and make the achievement of 1885 still greater and more grand. Will not this determination on our part serve as an impetus to our leaders and stimulate them as nothing else could, to greater effort and still more grand results. One may say, "What can I do? Give me a pointer and I'm ready to work." Does not each Brother who is a subscriber (if not a subscriber he should be) know of one friend he can get to take his magazine for one year, perchance he can get two or three, then how easy to calculate how such an effort on our part would swell the subscription list of this our noble organ which gives to us such solid information, the careful study of which will certainly tend to make us better Conductors, better Brothers, better husbands and

fathers, and better members of society. Then again we can strive to persuade some Brother to join our insurance. This is a noble work, the importance of which we are all aware. Consider the risk incumbent upon us as Conductors and where will you get so cheap and reliable an insurance as this of our order. Let us all do our utmost in the cause of insurance and support of our organ in this the beginning of a new year, and who of us dare estimate the result at its close if such concerted effort is put forth on the part of those who now compose the Order of Railway Conductors. In speaking thus I feel that I am expressing the sentiment of every Brother of Div. 117. I recall to mind most distinctly a remark made by Brother W. S. Graham, of Div. 66, the day we organized. Among the many good things he said was this: "Let each Brother feel that he has a work and a duty to perform. Your officers cannot make your Division a success without your hearty co-operation. You are all enthusiastic to-day, but watch that there does not come a time when the interest you now evince will be allowed to die out." I firmly believe every member of Minneapolis Division then and there determined to do his utmost for the cause he had espoused. And as a consequence we are growing in number and experience of our work, and have a rousing good meeting twice a month. May the star of prosperity ever shine upon us as a Division as well as upon all other Divisions, whose delegates represented them at Boston in the Grand Division of the O. R. C.

Yours in P. F., L. H. P.

THANKS.

The members of Delta Division, No. 86, of the Order of Railway Conductors' desire herein to express their sincere thanks for, and full appreciation of the beautiful bible presented to them by their lady friends, September 14, 1884. God bless the ladies who by this token have so kindly remembered us, and may the teachings of this good book be our guide and time-card on that road whose terminus is the Celestial City, and whose trains stop at the depot of Eternal Life.

By order of Committee.

C. E. MASON,
G. E. RANOUS,
C. PETERSON,
Committee.

Also, the thanks of Delta Division, No. 86, be hereby extended to Mr. A. M. Sutherland for his kindness in doing the work of enrolling the names of charter members, and name of Division upon our charter.

C. E. MASON,
G. E. RANOUS,
C. PETERSON,
Committee.

Yard Masters' Department.

With this issue we commence the New Year, and I am glad to be able to announce to you that our Association has added 300 members to our number so far in this fiscal year, against 208 in a corresponding period last year, and, best of all, we have not had a death since July 2, 1884. Our Division at Philadelphia now has forty members, and is in fine working condition. Division No. 2, at St. Paul, on the occasion of the visit of Grand Secretary Sanger, had thirteen members. They now have twenty-one, and several applications to pass upon at their next meeting. The above statement ought to encourage all to take hold of the work with renewed vigor, and by a hearty co-operation we can make our number at least 1,500 by June next. Now, isn't it worth while to try? Remember always that you are working for yourself and your loved ones, and I believe the cause is one that ought not to require urging upon any one. Let all take hold with a will and see what we can do in the six months left of this year. We also desire to call the attention of all, that you have a department in the MONTHLY for your own use. We will give you as much space as you can use with each issue. Let each Division see that they are represented in each issue, and it will make your Department of interest to all. It is one of the best ways of stimulating the fraternal well-being of the Order. We will be glad to learn of any changes, promotions, or news you may have to give us. They are always acceptable. We are always glad to furnish sample copies of the MONTHLY to any and all who desire. Send for one and be your own judge of its merits; at least, it will not hurt any one to read one copy. We are in earnest in our work for all classes of railroad men; we believe it a duty we owe to our associates of former years. We cannot benefit those we cannot reach; won't you give us one chance, at least, to benefit you? We are anxious to see our noble Association take rank second to none in the railroad service. It can't be done on the sit still plan—but one way, and that is by hearty, earnest work. Paid officers can only do what they find to do, the secret of success lies with the members. Now let us with one accord go work for our Association at once; let each member get one additional, and 2,000 will be reached in a few days. Isn't it worth a trial?

Brother J. W. Mallory, the able and efficient Chief Conductor for three terms of Nickerson Division, No. 65, was elected First Vice-President of the Chicago Mutual Aid and Benefit Association at its annual meeting, November 19th and 20th, 1884. Shake, Brother John, we congratulate.

MENTIONS.

—We expect to give the photograph of W. L. Robbins, lately expelled from London Division, No. 16, in February number of the MONTHLY, together with a history of the case.

—We are in receipt of a letter from Brother M. Morris, who states that D. L. Long proved himself proficient in the work, and was also well informed in other Orders, and upon the strength of his proofs assisted him.

—Brother C. M. Letts, Secretary of Oatley Division, No. 102, located at Grand Rapids, Mich., would like the address of R. P. Northrup, a member of his Division. Anyone knowing his whereabouts will please advise Brother Letts.

—Brother Tom Hughs (Kitty), formerly of the popular C. & A., now with the North American Insurance Company, has made Cedar Rapids his headquarters lately, and with a very successful business. He returned home to spend Christmas.

—Mrs. S. W. Kimball, widow of our late Brother S. W. Kimball, of E. A. Smith Division, No. 146, extends her heartfelt thanks to the Order for their prompt payment of the insurance due her on account of the death of her beloved husband.

—Brother J. W. Housel, of Evergreen Division, No. 57, located at Fort Worth, Texas, would like to know the whereabouts of Brothers Wm. Patten, Ed. A. Litchfield and E. H. Tucker. Anyone knowing their location will please advise him.

—Brother Pumphrey, of Buffalo Division, No. 2, left home in company with his wife on December 15th, for an extended trip to California, and will return via New Orleans, reaching home about the middle of April next. We wish him a pleasant trip and safe return.

—Mrs. Wheldon, widow of our late Brother Richard Wheldon, of No. 61, desires to return her sincere thanks to the Order, and particularly to those who are members of the Insurance Association, for their promptness and sympathy for her in her hour of trouble.

—We have just received the information that Brother C. A. Millard, of No. 9, and for over thirty years with the N. Y., L. E. & W. R'y, at Elmira, is now with the B., C. R. & N., as General Yard Master at Cedar Rapids. This popular company are to be congratulated on securing the services of so valuable a man as Brother Millard.

—One of the most genuine exhibitions of cheek that has come to our notice for a long time was exemplified recently on the part of a subscriber to the MONTHLY. He having received his copies to December, and read

them, does them up nicely, drops them into the express office directed to us C. O. D., \$1.25, and advising us by mail that he was dissatisfied and *proposed* to have his money back. Charges being guaranteed, he is now out the price of the MONTHLY and ninety cents besides for his smartness.

—We are pleased to learn that Brother E. A. Sadd, of Chicago Division, No. 1, and one of the oldest passenger conductors of the C., B. & Q., line, was elected President of the Chicago Mutual Aid and Benefit Association at their last annual meeting, held November 19th and 20th, 1884. It is but a just recognition of Brother Sadd's untiring zeal for the Association.

—Brother Harry Fettrow informs us of the death of R. Pitts Brown, passenger conductor on the N. & D. division, L. & N. railway. Mr. Brown was president of the "Old Reliable" Insurance during 1881 and 1882, and was one of its staunchest members for a number of years. To the Association his death is a great loss. The members hereby tender their sincere sympathy to his bereaved family.

—We had the pleasure of a good visit with Brother John R. Sandy, of Chicago Division, No. 1, on December 20th, when en route westward. Bro. S. initiated us into the mysteries of one of the Chicago and Northwestern palace dining cars, and they are elegant and no mistake. Bro. S. is still running between Chicago and Clinton, Ia., and in charge of a train that any one might feel justly proud of. We hope to meet him often.

—Brother Ed Hubbard, of Evergreen Division, No. 57, died at Temple, Texas, on November 21, at the residence of Brother E. W. Backus, who very kindly cared for him during his sickness. Division No. 57 have adopted the following resolution: *Resolved*, That the heartfelt thanks of Evergreen Division No. 57 are hereby tendered to Brother Backus and wife and Mr. Theodore Bronton, yard master, for their great kindness to our deceased brother.

—We have just learned, incidentally, of the death of Brother A. W. Paton of Des Moines Division, No. 38, which occurred at his residence in Des Moines at 3:30 p. m. December 23, 1884. Brother Paton has been in the employ of the C., R. I. & P. railway for a long time and was considered one of their most reliable passenger conductors. He was taken sick in the summer and has suffered greatly until relieved by death. We have personally known Brother Paton in his lifetime for ten years. We were fellow employes on the Northern Central Railway for about five years. He was a sober, industrious, conscientious gentleman, and his death casts a pall of sadness over his many friends. The sympathy of the entire circle of our Order is extended to his bereaved widow in her hour of trouble. Brother Paton's remains were taken in charge by Division No. 38, and in charge of our Worthy Brother Carver will be interred in Canandaigua, N. Y., under the direction of the Order, in one of the most beautiful cemeteries in the state.

—During last month we visited Divisions Nos. 8, 9, 43 and 155. Had pleasant meetings with all, particularly with Nos. 8, 43 and 155. When in Rochester, we were the guest of Mr. James Day, the genial proprietor of the Brackett House, who, by the way, is an ex-conductor and formerly had charge of a passenger train of the N. Y. C. & H. R. R'y. Jimmy, as he is familiarly called, is always glad to see the boys, and it is a home for all who visit the city. While in Syracuse we were nicely entertained at the home of Brother Eldridge, and we will never forget their kind hospitality. On the occasion of our visit we met the Brothers of No. 155 at 10 A. M., No. 43 at 3 P. M., at their Hall in East Syracuse, and the Brothers of both Divisions at 8 P. M. in the Hall of No. 155. We literally made the day of it, we hope, to the benefit of all concerned. We came home with many grateful remembrances of the day.

—While stopping at a Baltimore hotel last week Mr. W. K. Ackerman, late President of the Illinois Central railroad, suffered the loss of his annual passes over various roads at the hands of some sneak thief who entered his room and removed them from his satchel. Not content with enjoying the facilities for unlimited riding thus obtained, the thief, who evidently is not possessed of sufficient sense to make a successful rascal, is actually endeavoring to secure a renewal of the passes by writing to the presidents of the various roads letters of which the following is a specimen:

INDIANAPOLIS, December 19, 1884. }
THE BATES HOUSE. }

T. B. Blackstone, Esq.,

President C. & A. R. R., Chicago, Ill.

DEAR SIR:—Inclosed please find my "84" Pass wishing to go over your road in the near future I take the privilege of asking you for a "85" pass.

Thanking you for past favors I am Very

Respectfully

W. K. ACKERMAN, V. P. Ill. Cent.

Davenport, Iowa.

P. S. I will be in Davenport on or about Dec. 27.

It is needless to say that Mr. Blackstone was not imposed upon by this stupid ignoramus, who is not likely to secure any passes by his correspondence. The fellow's sublime impudence is shown by the fact that after committing the theft he proceeded to personate Mr. Ackerman at an eating house on the Baltimore & Ohio line, and taking offense at something actually wrote to General Passenger Agent Lord complaining of the house and its proprietor. Mr. Lord thereupon "went for" the hotel man and the latter responded, apologizing for offending so prominent a gentleman, and it took considerable correspondence to get the matter straightened out. If any conductor finds a suspicious looking man trying to ride on a pass made out to W. K. Ackerman, he should have him arrested as a thief. [We clip the above from the *Railway Age*. All conductors should be on lookout for such chaps as above described, and do what they can to bring them to justice.—EDITOR.]

OBITUARY.

Rock Island, Ill., December, 1884.

BROTHER C. S. WHEATON:

Since our last call, Brother J. M. Clark has lost one of his lovely little girls. Alwilda, youngest daughter of Mr. and Mrs. J. M. Clark, was called to that better land after a very short illness with that dreaded disease, scarlet fever. They have the sincere sympathy of the entire community, and—

At a regular meeting of Rock Island Division, No. 106, O. R. C., Dec. 1st, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from the happy home circle of Brother J. M. Clark, by death, Alwilda, their youngest daughter, to His home on high, causing pain and sorrow in the happy home circle; and,

WHEREAS, As we bow submissively to the will of a just God, we feel that in this affliction our worthy brother has sustained a severe loss; therefore, be it—

Resolved, That the heartfelt sympathy of this Division be extended to Brother Clark in his sorrow; and, therefore, be it

Resolved, That as a token of respect for our afflicted brother, these resolutions be entered upon our records and a copy of the same be presented to the bereaved family, and published in the RAILWAY CONDUCTORS' MONTHLY.

J. P. BLEDSOE,

GEO. D. BALL,

IRA YANTIS,

Committee.

Rock Island Division, No. 106, is still alive and gaining members at every meeting. There are several learning their lessons and preparing to lead the life of a Railway Conductor, and to be the better prepared to obey the Grand Chief Conductor's call of, *All Aboard!* when the *time* is up, and to take that last long journey, (which we all must take,) the Division Terminus of which is life eternal in that Grand Division held on high. May every brother of our beloved Order *be ready* when the *time* is up and make the trip in safety, to be greeted as a worthy brother by those who have gone before.

Our Insurance is increasing nicely and we expect before long to have every member of Rock Island Division, No. 106, a member of the Insurance. Our brothers are renewing their subscriptions to the MONTHLY as fast as they expire, and we hope to have many more. Our brothers here are all glad the MONTHLY has been enlarged, and hope it will meet with a *grand success*.

Hoping you will find some corner in which to place this communication, I remain, yours in P. F.

COR'S.

EDITOR MONTHLY—At a meeting of this Division the following resolutions were adopted by the committee appointed for the purpose:

WHEREAS, It has pleased an allwise God to remove from our midst our late brother, James Lysette, and

WHEREAS, It is but just that a fitting tribute of his many virtues should be had, therefore be it

Resolved, That while we bow with humble submission to the will of the Most High, we mourn the loss of our brother who has been taken from us.

Resolved, That in the death of Brother Lysette Houston Division, No. 7, has lost a worthy member, who was always ready to extend the hand of aid to a distressed brother, an active member of this Division, a loving husband and kind father.

Resolved, That the heartfelt sympathy of this Division is extended to his bereaved family in their sad affliction.

Resolved, That the Division room be draped in mourning for thirty days.

Resolved, That a copy of these resolutions be spread on the records of the Division and sent to the bereaved family of the deceased, and also to the CONDUCTORS' MONTHLY.

J. S. PASCHAL,
W. L. MAYNARD,
J. Q. MYERS,

FANNIE WEST HALE.

"This strange slipping away from life of which we know so little, and of which, alas! we know so much." The angel of Death has spread his wings over the happy home of Mr. and Mrs. John C. Hale, of this city, and claimed the pure soul of their sweet and beautiful child, Fannie West, on the 9th inst. Little Fannie had passed seven summers with her fond parents, the light of their household and the joy of their hearts. Oh, how heavy the trial, when they were called upon to yield her up to the cold embraces of death. Her fair young life was put out by the dreadful disease, diphtheria, that has so recently taken to the dark valley of the fell destroyer so many dear little ones, who were the cherished and idolized pets of their parents. She bore her affliction triumphantly, and without a murmur submitted to the severe treatment necessary for this almost incurable disease. Her case was of the most distressing kind, yet, like a little heroine, she suffered uncomplainingly, and assisted her nurse in carrying out the physician's instructions. She died peacefully and gently, her innocent spirit passing away and upward, borne by

"God's ministers of love
To His paradise above."

The autumn leaves were falling thick and fast, near the window of the dying child—fit type of Nature's decay—but as earth shall again be revived with

the life and beauty of spring, so shall she rise again to dwell amid the vernal bloom of eternity. In the sunshine of God's love shall the little darling rest, waiting the resurrection morn. Stricken parents, take comfort for though your dear child cannot return to you, yet it is only a little while and you shall go to her, where nothing shall ever disturb that blissful reunion in the abodes of everlasting peace.

T. C. T.

IN HONOR OF JOHN HOLLOWAY.

At a regular meeting of Indianapolis Division, No. 103, Order of Railway Conductors, held December 18, 1884, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the Supreme Grand Chief Conductor of the Universe to remove from our midst our late brother, John V. Holloway, of the Lake Erie & Western, and

WHEREAS, The intimate relations long held by our deceased brother with the members of this Division render it proper that we should place on record our appreciation of his services as a brother and his merits as a man, therefore, be it

Resolved, That while we bow with humble submission to the will of the Most High, we do not less mourn for our brother who has been called from his labors to rest.

Resolved, That in the violent death of Brother Holloway this Division loses a brother who was always active and zealous in his work; as a brother, ever ready to succor the needy and distressed of the fraternity; prompt to advance the interests of the Order, devoted to its welfare and prosperity; one who was wise in council and fearless in action, an honest and upright man, whose virtues endeared him, not only to his brothers of the Order, but to all of his fellow citizens.

Resolved, That this division tenders its heartfelt sympathy to the family and relations of our deceased brother, and hope that in their sorrow they may find comfort in Him who doeth all things well.

Resolved, That these resolutions be entered upon the minutes of this Division and a copy sent to the family of our deceased brother, and also published in the Indianapolis and Lafayette daily papers and CONDUCTORS' MONTHLY.

JOHN U. KING,
M. WHITSON,
L. D. BALDWIN,
Committee.

—Brother H. G. Post, Secretary of Division No. 81, died at Beardstown, Ill., on December 22, of gastric fever, and was buried on December 25, 1884. The Brothers all extend their sincere sympathy.

EDITOR MONTHLY—*Dear Sir and Brother:*—Brother J. McCoy was killed in an accident at Bayfield, Wis., October 2d. His train was derailed, destroying a bridge, letting the entire train fall into the river below. Every person, numbering eleven, on the train were killed excepting the rear brakeman, who escaped unhurt. Thus went one of our brothers, leaving home in perfect health, to be brought back cold in death. In the death of Brother McCoy Division 94 lost one of its most faithful members, and the Order in general one of its best workers. A special train took his remains to his former home, Belvidere, Ill., where he was laid in his last resting place. Kind friends covered the casket with flowers. Among them we noticed a beautiful emblem representing "The Gates Ajar," presented by Brother W. L. Wolcott and his estimable lady. A called meeting was held at the hall and a committee on resolutions appointed, who presented the following:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to take from among us our late brother, J. McCoy, be it therefore

Resolved, That the heartfelt sympathy of this Division be extended to his family in their affliction.

Resolved, That in the death of Brother McCoy Division 94, O. R. C., sustains a loss that can never be filled, his wife an affectionate husband, his children a loving father, and the community at large a good man, known, respected and esteemed by all.

Resolved, That these resolutions be sent to our daily papers and to the editor of our CONDUCTORS' MONTHLY for publication, and that a copy be spread on the minutes of our Division.

JO. W. WILKEY,
JIM. R. CONDIT,
JERE M. CAVANAUGH,
Committee.

WHEREAS, Miss Kate Fenn, sister of our esteemed brother, C. C. Fenn, presented our Division with a set of beautiful satin flags with handsome embroidered monogram

Resolved, That the members of Division 94 do most sincerely thank Miss Fenn for her handsome present and for her interest in our Order, and that a copy of these resolutions be published in the CONDUCTORS' MONTHLY.

FRANK BRIGGS,
JAS. BURNS,
J. M. CAVANAUGH,
Committee.

—Brother F. Petri died at his home in Gallion on October 3d, 1884. We have no particulars as yet. Division No. 109 and his family have our sincere sympathy.

EDITOR CONDUCTORS' MONTHLY—*Dear Sir:*—Brother Gilbert Hasbrook, a member of Garfield Division, No. 20, was fatally injured at North Amherst, O., December 8th, and died at his residence in Collinwood December 10th, from his injuries. Brother Hasbrook leaves a wife and two small children, also a policy of two thousand (\$2,000) in the Travelers' Insurance company. At a meeting held by members of Garfield Division a committee was appointed who presented the following:

WHEREAS, It has pleased an allwise God to remove from our midst our late brother, Gilbert Hasbrook, therefore be it

Resolved, That the heartfelt sympathy of this Division be extended to the bereaved family in their affliction.

Resolved, That in the death of Brother Hasbrook, Garfield Division No. 20, sustains a severe loss, his wife an affectionate husband, his children a kind and loving father, and this community a good citizen respected by all.

Resolved, That these resolutions be spread in full upon the minutes of this Division, and a copy be sent to the editor of the CONDUCTORS' MONTHLY for publication; and be it further

Resolved, That we drape our charter for thirty days, as a mark of respect for our departed brother.

Resolved, That a copy of these resolutions be sent the family of our late brother.

L. C. SHEPARD,
E. C. DIXON,
D. H. ROGERS,

Committee.

OFFICE OF GRAND CHIEF CONDUCTOR,)
CEDAR RAPIDS, IA., Jan. 1, 1885.)

CIRCULAR NO. 1.

TO ALL BROTHERS—We will issue a Confidential Circular to all and send to Division Secretaries during the month. Please cause the same to be read in your Divisions for three meetings. We go east on January 15th for our family and return on the 20th. Expect to have February number out promptly. Will advise you of visits as soon as we can leave the office. Our only apology for delay with this issue is *moving*.

Yours Truly in P. F.,
C. S. WHEATON.

OFFICE OF GRAND SECRETARY AND TREASURER,)
CEDAR RAPIDS, IOWA, Dec. 25, 1884.)

CIRCULAR NO. 2.

BROTHERS: The following are reported:

Re-instated—By Division No. 14, October 14th, George Chase.

By Division No. 21, November 10th, John Moran.

By Division No. 50, July 1st, John Dunn.

Suspended — By Division No. 14, December 23d, Chas. H. Bradbury.

By Division No. 16, December 8th, James Ryan.

By Division No. 40, September 21, D. E. Miller, J. W. Co-grave, Wm. Mitchell, Thos. Morton, Leroy Millar, S. J. Benjamin, Frank Hanson.

By Division No. 9, October 12th, Peter Hayes, D. Seaburg, E. S. Dutton and J. H. Martin.

By Division No. 43, October 5th, G. G. Smith.

All for non-payment of dues.

Expelled — By Division No. 9, November 23d, Frederick Hunt, for violation of obligation.

By Division No. 16, December 8th, W. L. Robbins, wife desertion and elopement: See next number of monthly.

By Division No. 113, December 14th, Wm. Costello, violation of obligation.

By Division No. 16, December 8th, R. Clark, for indecent assault on a lady.

By Division No. 50, December 14th, Edward Sporlan, for non-payment of dues and bad conduct.

By Division No. 53, November 30th, Wm. M. Boggs, for fraud and embezzlement.

By Division No. 103, November 20th, J. H. Button, for fraud.

By Division No. 115, November 26th, Thomas Rahls, for drunkenness and insulting language.

The following Division cards have been lost or stolen. If presented take them up and return to me: No. 3015, issued September 3d, to W. W. Black, Division No. 29; No. 3512, issued October 1st, to S. F. Randall, Division No. 89; No. 3987, issued November 7th, to James Lyons, Division No. 89; No. 4026, issued November 7th, to R. B. Chenoweth, Division No. 58; No. 4075, issued November 12th, to A. White, Division No. 124; No. 4511, issued December 15th, to M. Hogan, Division No. 58.

In circular No. 1, W. E. Gaines, expelled for drunkenness by Division No. 59, the name should be W. E. Caines.

Owing to the unprecedented amount of work so far, I have been unable to get the proceedings of the Seventeenth session distributed yet, and there will be some further delay occasioned by moving the office, but I hope to have them in your hands not later than January 15th. Divisions are not expected to pay their Grand dues until after they receive the proceedings. As soon as it is possible to get the books posted, a statement of account, including grand dues, will be sent to all divisions.

There has also been delay in issuing insurance certificates and certifying membership certificates, owing to the press of other work, but it is

hoped that after January 15th we shall be able to keep all departments the office up to the mark, so there will be no delay.

The following assessment notice has been issued to members of the Insurance Association, but owing to a typographical error the notice set gave the date of the death of Brother S. W. Kimball as Sept. 3d. It should have been Sept. 23d. A correct copy of the notice is here given:

Order of Railway Conductors' Mutual Insurance Association.

Cedar Rapids, Iowa, Dec. 15, 1884

Certificate No. —

NOTICE OF ASSESSMENTS Nos. 30 & 31.

Time for Payment Expires Jan. 15th, 1885.

No.	CERT. No.	NAME.	DIVISION.	DIED.	CAUSE.	AMT.
30	204	Richard Whelden,	La Crosse, 61,	Oct. 1st, '84,	Pulmonary	\$1,239.00.
31	1118	S. W. Kimball,	E. A. Smith, 140,	Sept. 23d, '84,	Consumption, Accident,	\$1,035.00.

The above benefit was paid Nov. 25th to the widow and daughter of Bro. Whelden in full.

The amount of \$1035.00 will be paid to the widow of Bro. Kimball as soon as the approved claim is received.

Mrs. Kimball's benefit should be \$1175.00, but as 140 members are delinquent on assessment No. 29, it is short \$140.00. \$1.00 additional will be paid Mrs. Kimball for every member who pays assessment No. 29 before February 25th, 1885.

You will please forward the amount due from you, which is stamped in red ink on this notice, (on or before January 15th, 1885) and if a notice that you are delinquent is also stamped on this card, it will be necessary for you to forward a health certificate, signed by three members of the order, as required by Art. XII, on or before Feb. 15th, 1885.

Yours Truly in P. F.,

WM. P. DANIELS.

RETURN THIS CARD. NO STAMP NEEDED.

There are now 1510 members in the Insurance Association, and of the 140 who were delinquent on assessment No. 29, 71 have paid up and re-instated themselves, and I sincerely hope that 69 more will do so.

Please note carefully the circular from the Insurance committee in this issue of the MONTHLY.

Secretaries will aid very much if, when writing, they will use a separate sheet for different subjects; for instance, in reporting suspensions, expulsions and re-instatemnts, put them on a sheet by themselves, orders for cards or other supplies on a separate sheet, and correspondence or subscriptions for the MONTHLY separate. The above are all different departments and are filed in different cases. Private communications for either Mr. Wheaton or myself should be marked "*Personal*" on the envelope.

WM. P. DANIELS, G. S. & T.

OFFICE OF INSURANCE COMMITTEE.

CIRCULAR NO. 1.

TO DIVISION SECRETARIES:

When the death or permanent disability of a member of your division, who is a member of the Insurance Association, occurs, you will apply to the Grand Secretary immediately, for a blank claim, upon receipt of which it is your duty to see

that it is properly filled out, taking particular pains to see that the name or names of the person or persons to whom the benefit is payable, are correctly given, and in case the benefit is to be divided between two or more persons, be careful to give the proportion that is to be paid to each. When any person to whom the whole or any part of a benefit is payable, is a minor, the amount will be paid to the guardian, and the "claim" must be accompanied by a copy of the appointment of the guardian, certified by the clerk of a court of record. When the payee of any benefit is *not* a married woman, you will state in the claim whether such payee is of age, or a minor.

When any benefit is payable to the legal representative of any member, a copy of the appointment of such representative, certified by the clerk of a court of record, must accompany the claim.

When sending applications for membership to the Grand Secretary, please be particular to have them correctly filled, signed and dated, and fill the filing on the back of the application yourself; also be sure that the required fee of \$2.50 accompanies each application, as is required by law. *Hereafter, no certificate will be issued under any circumstances, until the fee is received by the Grand Secretary, and when an application is received by him without the fee, the date of receipt will be noted and the application filed but the certificate will not be issued until the receipt of the fee.*

It is very necessary that you forward promptly, all applications, and you should not certify an application until the fee is paid to you by the applicant, as by doing so you become responsible for the amount, the date of *your* certificate being the date the insurance takes effect, and should an applicant die while his application is in your hands, it might cause you much trouble and embarrassment. Two such cases *have* occurred in our history, one of which is still unsettled,

A new form of application will be sent you with the proceedings of the Grand Division, on receipt of which you will destroy all the old ones you have and use only the new.

All members are requested to give this matter of insurance their prompt attention.

Yours Truly in P. F.,

C. S. WHEATON.
C. A. MILLARD.
J. H. INGRAM.
Directors.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.'---1884.

Grand Chief Conductor.—CALVIN S. WHEATON, Cedar Rapids, Iowa.
Assistant Grand Chief Conductor.—E. H. BELKNAP, Galesburg, Ill.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Cedar Rapids, Iowa.
Grand Senior Conductor.—W. J. DUBBIN, 728 Clybourn Street, Milwaukee.
Grand Junior Conductor.—W. W. FLACK, Park Hotel, Hannibal, Mo.
Grand Inside Sentinel.—W. O. MOHLER, The Dalles, Oregon.
Grand Outside Sentinel.—H. C. CRONIN, 131 Broadway, South Boston, Mass.

EXECUTIVE COMMITTEE.

J. S. RANDOLPH, Chairman, Brockville, Ont.—Term Expires October, 1885.
 J. N. ROBINSON, 401 Eleventh Street, Milwaukee, Wis.—Term Expires October, 1886.
 H. HURTY, Elmira, N. Y.—Term Expires October, 1887.

INSURANCE COMMITTEE.

C. S. WHEATON, Chairman, Cedar Rapids, Iowa.—Term Expires October, 1886.
 C. A. MILLARD, 714 College Avenue, Elmira, N. Y.—Term Expires October, 1885.
 W. H. INGRAM, St. Thomas, Ont.—Term Expires October, 1886.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, JOS. H. KIMAALL.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

- Chicago Div. No. 1, Chicago, Ill.** C. C., C. F. Rexinger, Elkhart, Ind.; Sec. and Treas., J. L. Kellogg, 416 Park ave. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.
- Buffalo Div. No. 2, Buffalo, N. Y.** C. C., E. J. Richmond, 245 Swan st.; Sec. and Treas., W. J. Jackman, Tucker's Hotel. Meets 2d and 4th Mondays of each month at 7:30 p. m., in Stendi's Hall, over 198 East Seneca st., Buffalo, N. Y.
- St. Louis Div. No. 3, St. Louis, Mo.** C. C., R. E. Fitzgerald, 911 Catalpa st.; Sec. and Treas., M. F. Compton, 1980 Papin st. Meets 2d and 4th Sundays in each month at 2:00 p. m., at No. 700 North Fifth st.
- Marshall Div. No. 4, Marshalltown, Ia.** C. C., F. M. Landon; Sec. and Treas., Frank M. Chapman, box 87. Meets 1st and 3d Sundays in each month at 2:00 p. m.
- Collins Div. No. 5, Baltimore, Md.** C. C., M. C. Savage, 75 Preston st.; Sec. and Treas., George Dewey, 54 McKim st. Meets every Monday at 9:30 a. m., at "Old Town Bank" hall, cor. Gay and Exeter sts.
- Battle Creek Div. No. 6, Battle Creek, Mich.** C. C., A. S. Parker, box 1417; Sec. W. J. Robinson, box 1896. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.
- Houston Div. No. 7, Houston, Tex.** C. C., R. G. Qualtrough; Sec. John S. Paschal, cor. Grey and La. sts. Meets 1st and 3d Sundays in each month at 10:00 a. m., corner Congress and Fanin st.
- Rochester Div. No. 8, Rochester, N. Y.** C. C., E. H. Nash, care R. & P. Railway; Sec. O. Sackett, Avon, N. Y., box 161. Meets every Sunday at 2 p. m., in hall cor. State and Church sts. Rochester N. Y.
- Elmira Div. No. 9, Elmira, N. Y.** C. C., C. A. Millard, 714 College ave.; Sec. C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.
- Southern Tier Div. No. 10, Waverly, N. Y.** C. C., W. D. Whitaker; Sec. Burt Hutchins, box 652. Meets 1st and 3d Sundays in each month at 2:30 p. m., S. E. corner Broad and Fulton sts.
- Emporia Div. No. 11, Emporia, Kan.** C. C., J. W. Unkefer; Sec. and Treas., Frank L. Strong, box 944. Meets in Masonic Temple 1st and 3d Sundays in each month at 2 p. m., S. E. corner Fifth ave. and Merchant st.
- Lackawanna Div. No. 12, Scranton, Pa.** C. C., John J. Farrell, Dunmore, Pa.; Sec. P. F. Duffey, 1602 Price st., West Side. Meets 2d and 4th Sundays of each month at 2:30 p. m., in Co-operative hall, Main st., Hyde Park.
- Union Div. No. 13, St. Thomas, Ont.** C. C., Alf. Ellerby; Sec., W. H. Ingram, box 265. Meets every Sunday at 2:00 p. m., city time, Masonic block, Talbot st., East end.
- Cleveland Div. No. 14, Cleveland, O.** C. C., E. L. Paisley, No. 4 Worswick Court; Sec., F. A. Bunnell, No. 5 Chestnut st. Meets 2d and 4th Sundays in each month at 2 p. m., in hall No. 52 Public Square, Cleveland, Ohio.
- Stratford Div. No. 15, Stratford, Ont.** C. C., Wm. Lewis; Sec., Samuel A. Hunn. Meets every alternate Tuesday at 7:30 p. m., Forester's hall.
- London Div. No. 16, London, Ont.** C. C., W. L. Schwab, care G. T. Ry.; Sec., Jno. Turnbull, 525 King st. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.
- Toronto Div. No. 17, Toronto, Ont.** C. C., J. H. Hall, 72 Brockton Road; Sec., W. K. Thompson, 143 Strachan ave. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst st.
- Three States Div. No. 18, Cairo, Ill.** C. C., M. E. Seebree, Union Depot hotel, Vincennes, Ind.; Sec. F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 3 p. m., corner Sixth and Commercial ave.
- Daniels Div. No. 19, Elkhart, Ind.** C. C., D. Olney, box 1088; Sec., G. W. Huntly, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in K. of P. hall, corner of Franklin and Main sts.
- Garfield Div. No. 20, Collinwood, O.** C. C., R. W. Olmsted, box 220; Sec., M. N. Hyde, box 189. Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.
- Creston Div. No. 21, Creston, Ia.** C. C., D. B. Cowles, lock box 200; Sec., George M. Loughridge, box 200. Meets 1st and 3d Sundays of each month at 2 p. m., in I. O. of O. F. hall, Creston, Iowa.
- Mason City Div. No. 22, Mason City, Ia.** C. C., W. E. Gorman; Sec., C. H. Mathews.

RAILWAY CONDUCTORS' MONTHLY.

Meets 2d and 4th Sundays in each month at 2 p. m., in K. of P. hall, corner Commercial and Fifth sts.

Sylvania Div. No. 23, Catawissa, Pa. C. C., Wm. H. Berkhelmer; Sec., Aaron W. Stadler. Meets 1st and 3d Sundays of each month at 2 p. m., News Item hall, Main st.

St. Albans Div. No. 24, St. Albans, Vt. C. C., Frank W. Flint, Weldon House; Sec., R. H. McKim, box 656. Meets 1st Wednesday and 3d Sunday in each month at 2:30 p. m., in Lock & Twigg's block, Main st.

Maple City Div. No. 25, Watertown, N. Y. C. C., Geo. W. Howland; Sec., Frank J. Gordon, Clayton, N. Y. Meets 1st and 4th Sunday in each month.

Morford Div. No. 26, Toledo, O. C. C., M. A. Loop, Jonesville, Mich.; Sec., R. W. Purrett, 74 Magnolia st. Meets 1st Monday at 7:30 p. m., and 3d Sunday of each month at 2:30 p. m., on 3d floor, over No. 241 St. Clair st.

Arnum Div. No. 27, Hamilton, Ont. C. C., R. Darche, 145 Robert st.; Sec., James Ogilvie, 55 Ferguson ave. Meets 1st and 3d Mondays of each month at 8 p. m.

Carver Div. No. 28, Atchison, Kan. C. C., John H. Town, lock box 622; Sec., L. T. Smith, lock box 622. Meets every Sunday at 2 p. m., in I. O. O. F. hall.

Handolph Div. No. 29, Brockville, Ont. C. C., James Guthrie; Sec., W. C. Wright, box 404. Meets 1st and 3d Mondays of each month at 7:30 p. m., in Baine hall.

Ozark Div. No. 30, Springfield, Mo. C. C., Benj. Griest, North Springfield, Mo.; Sec., E. L. Fay, North Springfield, Mo. Meets 2d and 4th Sundays at 2 p. m., in Masonic hall, Commercial st.

Star Div. No. 31, Burlington, Ia. C. C., Wm. C. Cross, Train Master's office, C. B. & Q. Ry.; Sec., H. H. Goodell, 411 South Ninth st. Meets 1st Monday at 10 a. m., and 3d Sunday at 2 p. m., each month, Post-office building, corner Third and Washington sts.

Keystone Div. No. 32, Meadville, Pa. C. C., C. Terry; Sec., E. B. Hunt, box 444. Meets every Thursday at 1 p. m., in K. of P. hall, Water st.

Clinton Div. No. 33, Clinton, Ia. C. C., Henry Case; Sec., N. J. Oakes. Meets 1st and 3d Sundays in each month at 11 a. m., in B. of L. E. hall, Fourth st.

Boone Div. No. 34, Boone, Ia. C. C., H. A. Cronk; Sec., W. P. Foote. Meets the 2d and 4th Sundays of each month at 11 a. m., Story st., between Seventh and Eighth sts.

E. Law Div. No. 35, North Platte, Neb. C. C., Geo. R. Hammond; Sec., Wm. L. Park. Meets 1st and 2d Tuesdays of each month at 2 p. m., in I. O. O. F. hall, Spruce st.

Arkansas Valley Div. No. 36, South Pueblo, Col. C. C., L. German, box 90; Sec., W. A. Jimeson. Meets 2d and 4th Sundays in each month at 7 p. m., I. O. O. F. hall, Union ave.

Delaware Div. No. 37, Phillipsburgh, N. J. C. C., Whitfield Barber; Sec., Sam Phipps, box 518. Meets 1st and 3d Sundays in each month, B. and D. Depot building.

Des Moines Div. No. 38, Des Moines, Ia. C. C., Oscar O. Winter, 816 Penn. ave.; Sec., L. R. Carver, 916 Bank st., Keokuk, Ia. Meets every 3d Sunday at 10 a. m.

Hannibal Div. No. 39, Hannibal, Mo. C. C., W. W. Flack, Park Hotel; Sec., W. H. DeWitt, 701 Lyon st. Meets 1st and 3d Sundays in each month, hall on Broadway.

St. Paul Div. No. 40, St. Paul, Minn. C. C., Geo. E. Pennock, 747 Burr st.; Sec., R. L. Willard, box 2463, residence 194 University ave.

Meets 1st and 3d Sundays in each month at 371 Jackson st.

Stanchfield Div. No. 41, Chicago, Ill. C. C., C. H. Wilkins, 545 43d st.; Sec., S. L. McDowel, 3414 State st. Meets 1st and 3d Mondays at 2 p. m., and 2d and 4th Sundays at 10 a. m., in Buchman's hall, 4847 State st., cor. 49th st.

Trenton Div. No. 42, Trenton, Mo. C. C., E. A. Stone, box 174; Sec., S. R. Green. Meets 2d and 4th Sundays in each month at 4:30 p. m., corner Water and Elm sts.

Central Div. No. 43 East Syracuse, N. Y. C. C., Thomas Murphy; Sec., Wm. M. Morris, box M. Meets every Sunday at 3 p. m., in A. O. U. W. hall, Manlius st.

Denver Div. No. 44, Denver, Col. C. C., S. D. Rathburn, 268 22d st.; Sec., A. Wilder, room C, Union Depot. Meets 2d and 4th Sundays in each month at 5:15 p. m., Larimer st.

Chapman Div. No. 45, Oneonta, N. Y. C. C., Howard Evans; Sec., Wm. Webster. Meets 1st Sunday of each month at 3 p. m., in Royal Arcanum hall, Opera house block.

Milwaukee Div. No. 46, Milwaukee, Wis. C. C., Wm. J. Durbin, 726 Clybourn st.; Sec., J. N. Robinson, 401 Eleventh st. Meets 1st and 3d Sundays in each month at 2 p. m., in K. of H. hall, No. 1 Grand ave.

North Star Div. No. 47, Winnipeg, Man. C. C., M. F. Hawkins, care C. P. Ry.; Sec., F. J. Dorsey, 193 Ross st. Meets 2d Sunday at 2 p. m. and 4th Friday in each month at 7:30 p. m., hall on corner Main and Common sts.

International Div. No. 48, Detroit, Mich. C. C., Martin Ronan, 404 Fort st. east; Sec., John Howard, Michigan Exchange Hotel. Meets every Friday at 7:00 p. m.

Moberly Div. No. 49, Moberly, Mo. C. C., J. J. Loneragan; Sec., Seth Palmer, box 1715. Meets 1st and 3d Sundays and 2d and 4th Wednesdays in each month, Hannah's hall, corner Reed and Williams st.

Hartford Div. No. 50, Hartford, Conn. C. C., Daniel J. Ewell, 40 Williams st.; Sec., C. S. Brigham, 119 Ann st. Meets 2d and 4th Sundays in each month, at Temple of Honor Hall, 97 Asylum st.

Royal Div. No. 51, Longview, Texas. C. C., Leroy Trice; Sec., Samuel Proud. Meets every Wednesday at 1:30 p. m., Lodge Building.

Neversink Div. No. 52, Port Jervis, N. Y. C. C., J. B. Cole; Sec., F. Rosecrans, box 652, W. D. Hall, assistant. Meets 2d and 4th Sundays in each month at 2 p. m., in Farnum Hall, Pike st.

Lone Star Div. No. 53, Denison City, Texas. C. C., John E. Harnest; Sec., Chas. H. Loomis, lock box 518. Meets 1st and 3d Sundays in each month, at I. O. O. F. hall, Main st.

New York City Div. No. 54, New York City, N. Y. C. C., A. Holdridge, box 74, Long Island City, N. Y.; Sec., W. W. Appar, box 283, Patchogue, N. Y. Meets 2d and 4th Mondays in each month at 12:30 p. m., 300 Eighth ave.

Kaw Valley Div. No. 55, Kansas City, Mo. C. C., Ed. Coman, 905 West 13th street; Sec., A. T. Sholes, rock box 269, Wyandotte, Kan. Meets 2d and 4th Sundays in each month at 2 p. m., 1215 West Ninth st.

Priest Div. No. 56, Albany, N. Y. C. C., Herman Fonda, West Albany, N. Y.; Sec., Cyrus McCammon, 4 Kinney Row, West Albany, N. Y. Meets 1st and 3d Mondays at 7:30 p. m., Miller's Hall, Nos. 18 and 20 South Pearl st.

Evergreen Div. No. 57, Fort Worth, Texas. C. C., Alf. Bailey; Sec., J. W. Houell, box 365. Meets 1st and 3d Sundays each month in K. P. Hall, Main street, between Second and Third.

RAILWAY CONDUCTORS' MONTHLY.

Valley City Div. No. 58, Cedar Rapids, Iowa. C. C., F. A. McCounlhy, box 591; Sec., A. E. Gaylord, No. 200 South Ninth street. Meets 1st and 3d Sunday in each month, 10.00 a. m., room 13, Post Office block.

Alamo Div. No. 59, Texarkana, Ark. C. C., J. B. Powell, lock box 213; Sec., A. Kinna-met. Meets 1st and last Sunday in each month in our own hall.

Queen City Div. No. 60, Sedalia, Mo. C. C., J. P. Herrington; Sec., F. L. Mead, 416 E. 2d street. Meet 1st and 3d Sunday in each month, at 2 p. m.

La Crosse Div. No. 61, La Crosse, Wis. C. C., Geo. J. Johnson, box 282. Sec., Willie Wade, lock box 311. Meets 1st and 3d Sunday in each month, Hammond building, opp. C. & M. S. P. R'y depot.

Lefgett Div. No. 62, Bucyrus, Ohio. C. C., W. D. Burr; Sec., A. H. Garduer. Meets 1st and 3d Sunday in each month, at 10.00 a. m., in National Hall, cor. Sandusky ave., and Rensselaer st., Bucyrus, Ohio.

Thurbur Div. No. 63, North McGregor, Iowa. C. C., J. M. Morse; Sec., J. J. Eagar. Meets 1st and 3d Sunday in each month, at 10.00 a. m., C. M. & St. P. R'y building.

Erie Div. No. 64, Erie, Penn. C. C., J. L. Rice, 734 E. 12th street; Sec., S. H. Whipple, 249 West 17th street, Erie, Penn. Meet 1st and 3d Sunday in each month, at 1.30 p. m., 7th st., between State and French.

Banana Div. No. 64, Nickerson, Kan. C. C., A. D. Butt, box 98; Sec., L. J. Lemere. Meet 1st and 3d Sunday in each month, 2.30 p. m., Main st., McCormick's block.

Griffin Div. No. 66, Keokuk, Iowa. C. C., George W. Rickabaugh; Sec., W. S. Graham. 417½ 8th st. Meets 1st and 3d Sunday in each month, at 2 p. m.

Johnson Div. No. 67, Dubuque, Iowa. C. C., I. H. Keepers, 981 Bluff street; Sec., Thos. Quinlan, 1038 Bluff street.

Baraboo Div. No. 68, Baraboo, Wis. C. C., W. Simons; Sec., Geo. H. Devins. Meets 1st and 3d Monday in each month, in Engineer's Hall, 3d st., third door west of post-office.

El Paso Div. No. 69, El Paso, Texas. C. C., D. F. Rimmer; Sec., F. A. Taylor, box 250. Meets every Saturday evening, in I. O. O. F. Hall.

Montezuma Div. No. 70, Las Vegas, N. M. C. C., Geo. H. Odell; Sec., A. P. Gatchell, 116 Grand ave., Las Vegas, New Mexico. Meets 2d and 4th Sunday in each month at 2 p. m., in K. of P. Hall, 312½ R. R. ave.

Wheaton Div. No. 71, Little Falls, N. Y. C. C., F. Sitta; Sec., Frank A. Mitchell. Meets 1st and 3d Friday in each month at 7.30 p. m.

Greer Div. No. 72, Fargo, Dakota. C. C., P. J. McMonagle; Sec., Curtis H. Baker, box 731, Fargo, Dakota. Meets 2d and 4th Saturday of each month at 8.00 p. m., in Masonic Hall, Fargo, Dakota.

Ashtabula Div. No. 73, Ashtabula, O. C. C., Robert Bycraft, box 531; Sec., J. W. Van Eppe. Meets 2d and 4th Sundays in each month at 9.30 a. m., in G. A. R. Hall, Main st.

Henwood Div. No. 74, Decatur, Ill. C. C., Fred Stearns; Sec., Lester M. Murphy, 637 E. North st. Meets 1st and 3d Sundays in each month at 2 p. m., in K. P. hall.

Maxwell Div. No. 75, Crookston, Minn. C. C., W. D. Scott; Sec., D. L. Williams, box 325.

San Antonio Div. No. 76, San Antonio, Texas. C. C., J. H. White, 704 Austin avenue; Sec., B. Sinclair, 905 Avenue D. Meets 1st and

3d Sundays in each month at 10 a. m., in Odd Fellow's hall.

Palestine Div. No. 77, Palestine, Texas. C. C., W. T. Price, box 120; Sec. and Treas., W. J. Neville, box 120. Meets every Thursday at 8.30 p. m., in B. of L. E. hall.

Robinson Div. No. 78, Savanna, Ill. C. C., E. B. Carr, Freeport, Ill.; Sec., C. Wescott, box 317. Meets 2d and 4th Sundays each month at 1.30 p. m., in B. of L. hall.

Peoria Div. No. 79, Peoria, Ill. C. C., Frederick Gilbert, 211 Oak st.; Sec., G. W. Scott, 117 First st. Meets 2d and 4th Sundays in each month at 2 p. m., in A. O. U. W. hall, 3d floor, cor. Adams and Fulton sts.

Harrisburg Div. No. 80, Harrisburg, Penn. C. C., Geo. D. Long, care P. R. R.; Sec., W. S. Hemperley, P. R. R. Ticket Receiver's office.

Friendship Div. No. 81, Beardstown, Ill. C. C., L. J. Golden; Sec., H. G. Post.

Durbin Div. No. 82, Peoria, Wis. C. C., R. L. French, 182 South Canal st.; Sec., C. H. Kinzie, box 254, Prairie Du Chien, Wis. Meets 2d and 4th Sundays in each month.

Galesburg Div. No. 83, Galesburg, Ill. C. C., Wm. O. Salisbury, 1025 Cedar st.; Sec., Maurice Flinn, Union hotel. Meets 1st, 3d and 5th Wednesdays in each month at 7.30 p. m., College city hall.

Perry Div. No. 84, Perry, Iowa. C. C., Robert Templeton; Sec., Alex. Fulton. Meets 2d and 4th Sundays in each month at 2 p. m.

Aztec Div. No. 85, Peach Springs, Arizona Ter'y. C. C., C. R. Perry, Winslow, A. T.; Sec., L. W. Roberts, Peach Springs, A. T. Meets 1st and 3d Sundays in each month at 9 a. m.

Delta Div. No. 86, Escanaba, Mich. C. C., E. Valentine, Jr.; Sec., C. E. Mason. Meets 2d and 4th Sundays in each month in Odd Fellows' hall. Wm. Gibson, agent for "Monthly."

Bloomington Div. No. 87, Bloomington, Ill. C. C., W. B. Kaywood; Sec. and Treas., I. C. Rees, 903 West Washington street. Meets 2d and last Sunday of each month at 2.30 p. m., in Odd Fellows' hall.

Deffries Div. No. 88, Riviere Du Loupe, P. Q. C. C., John Barry, box 28, South Quebec, P. Q.; S., A. Moreau, box 28, South Quebec, P. Q.

Monon Div. No. 89, Louisville, Ky. C. C., George Guess, New Albany, Ind.; Sec., S. F. Randall, 14th and Main sts. Meets at 9.30 a. m. every Sunday in Fall City hall, Market street, between 11th and 12th streets.

Waseca Div. No. 90, Waseca, Minn. C. C., P. H. Pendergast, Plainview, Minn.; Sec., J. Mahoney, box 304.

Mount Hood Div. No. 91, The Dalles, Oregon. C. C., C. T. Moore, Baker City, Idaho; Sec., W. O. Mohler.

Terre Haute Div. No. 92, Terre Haute, Ind. C. C., Geo. Likert, 502 North Ninth st.; Sec., J. J. Miller, 366 North 13th st. Meets 1st Monday and 3d Sunday of each month at 1.30 p. m., cor. 7th and Main sts.

Fort Dodge Div. No. 93, Fort Dodge, Ia. C. C., J. L. Ellis, lock box 37; Sec. and Treas., H. C. Mullan, lock box 67.

Altoona Div. No. 94, Altoona, Wis. C. C., Frank Briggs; Sec. and Treas., J. M. Cavanaugh. Meets 1st and 3d Sundays in each month.

Harvey Div. No. 95, Hastings, Neb. C. C., J. M. Barron, Plattsmouth, Neb.; Sec. and Treas., D. H. Oshea, 1021 M st., Lincoln, Neb. Meets 2d and 4th Sundays at 1.30 p. m., in Masonic hall.

RAILWAY CONDUCTORS' MONTHLY.

Belknap Div. No. 96, Aurora, Ill. C. C., M. T. Hinkley, box 1431; Sec. C. D. Rossiter, box 767. Meets at 3 p. m. 1st and 3d Sundays in each month at No. 18 South Broadway.

Bloodhouse Div. No. 97, Bloodhouse, Ill. C. C., J. W. Lyons; Sec., Chas. L. Wimsatt, box 104. Meets 1st and 3d Mondays and 2d and 4th Sundays in each month at 1 p. m., in I. O. O. F. hall.

Montgomery Div. No. 98, Montgomery, Ala. C. C., G. W. Washburn, L. & N. R'y; Sec. and Treas., W. H. Malone, Western R'y. Meets 1st and 3d Sundays in each month at 2 p. m.

Millbank Div. No. 99, Millbank, Dakota. C. C., E. H. Fargo; Sec., Fred Camp, box 219. Meets 2d and 4th Sunday in each month.

Hollingsworth Div. No. 100, Columbus, Ohio. C. C., A. Bulman, Exchange Hotel; Sec., H. P. Feltrow, box 215.

Mattoon Div. No. 101, Mattoon, Ills. C. C., M. R. Mansfield; Sec., W. W. Simpson. Meets 1st Tuesday 7:30 p. m., and 3d Sunday at 1:30 p. m. (of each month), in K. P. hall.

Outley Div. No. 102, Grand Rapids, Mich. C. C., Geo. H. Higgins; Sec., & Treas., C. M. Letts, 313 La Grave St. Meets 1st and 3d Tuesday in each month, at 7:30 p. m., at 30 Canal Street.

Indianapolis Div. No. 103, Indianapolis, Ind. C. C., William Lefler, Bates House; Sec., R. F. Schindler, 226 Virginia st. Meets 1st Wednesday & 3d Thursday at 1:00 p. m., in Red Men's hall, Griffiths block.

Millard Div. No. 104, Middletown, Orange Co., New York. C. C., J. E. Brazee, box 269; Sec., & Treas., A. D. Murray, box 914. Meets every 1st and 3d Sunday in each month at 2:00 p. m., in K. of H. hall.

Ogilvie Div. No. 105, Meridan, Miss. C. C., Mack Lawrence; Sec., & Treas., R. E. Harris.

Rock Island Div. No. 106, Rock Island, Ills. C. C., A. S. Craig, Eldora, Iowa; Sec., & Treas., D. C. Sawyer, lock box 494, Rock Island, Ills. Meet in Engineer's hall, 1st Monday at 7:30 p. m., and 3d Sunday at 2:00 p. m. of each month.

Cincinnati Div. No. 107, Cincinnati, O. C. C., Frank E. Matlack, Ludlow, Ky.; Sec., & Treas., J. H. Rumbaugh, 33 Jackson st. Meets in Queen City Hall, cor., Freeman and Eighth street, 2d and 4th Sunday in each month at 1:30 p. m.

Crescent City Div. No. 108, New Orleans, La. C. C., L. Humphrey, care of L. & N. R'y; Sec., & Treas., J. E. Holden, 721 Crab st. Meet 1st and 3d Sundays in each month.

Crawford Div. No. 109, Gallon, Ohio. C. C., C. Pfeiffer, lock box 80; Sec., D. T. Price, box 729.

Logan Div. No. 110, Logansport, Ind. C. C., E. W. Alexander, box 576; Sec., & Treas., Geo. Early, box 1060. Meets every Sunday at 2:00 p. m.

Los Angeles Div. No. 111, Los Angeles, Cal. C. C., Jas. Bell; Sec., & Treas., W. H. Stoddard.

Centralia Div. No. 112, Centralia, Ills. C. C., T. J. Wright, box 419; Sec., & Treas., J. L. Davis, box 297.

Bower City Div. No. 113, Janesville, Wis. C. C., L. F. Horn; Sec., & Treas., T. J. Crowley. Meets at 3:00 p. m., on 2d and 4th Sunday in each month in hall over 30 W. Milwaukee st.

R. B. Hawkins Div. No. 114, Pittsburg, Pa. C. C., H. F. Wallace, room 11, Union

Station; Sec., & Treas., G. E. Vance, 1100 13th avenue, Altoona, Pa.

El Captain Div. No. 115, San Francisco, Cal. C. C., A. Tyler, 710 Folsom st; Sec., J. E. McCarthy, 55 Silver st. Meets every 2d and 4th Wednesday at 11:30 a. m. in Washington Hall, No. 35 Eddy street.

Yosemite Div. No. 116, Tulare, Cal. C. C., E. C. Shaver; Sec., A. T. Curtice, Lathrop, Cal.

Minneapolis Div. No. 117, Minneapolis, Minn. C. C., H. Staples, 27 Washington ave., South; Sec., & Treas., L. S. Hough, 526 Hennepin ave. Meets 2d and 4th Sunday in each month in Good Templar's hall, 125 Nicolet ave.

Danville Div. No. 118, Danville, Ills. C. C., Merritt Kent, box 115; Sec., & Treas., A. J. Hunne, box 115. Meets at 2 p. m. on 2d and 4th Sunday of each month.

Wayne Div. No. 119, Ft. Wayne, Ind. C. C., W. Anderson, 81 Superior st; Sec., & T., Ed. Erickson, 68 Charles st.

Atlantic Div. No. 120, Huntington, Ind. C. C., E. Little, Marion, Ohio; Sec., & Treas., H. W. Kerr, box 467. Meet 1st and 3d Wednesday and 2d and 4th Friday in each month at Engineer's hall.

Huron Div. No. 121, Huron, Dakota. C. C., Randolph Addington; Sec., & Treas., W. N. Cooley, box 294. Meets 1st and 3d Sundays of each month at 12 m. in G. A. R. hall, 203 Dakota ave.

Boston Div. No. 122, Boston, Mass. C. C., H. E. Cronin, 131 Broadway, South Boston, Mass.; Sec., & Treas., T. S. Richardson, 224 Federal st.

Philadelphia Div. No. 123, Philadelphia, Pa. C. C., Riley O'Donel, 2823 Baring St., West Philadelphia, Pa.; Sec., & Treas., E. C. Evans, Conductors' Room, cor., Ninth and Green streets. Meets every Sunday and the 1st Monday night in each month in Red Men's hall, 928 Race street.

Wahsatch Div. No. 124, Ogden, Utah. C. C., S. D. Decker, box 341, Salt Lake City, Utah; Sec., & Treas., W. S. Hubbard. Meeting days 1st and 3d Saturday of each month.

Friendly Hand Div. No. 125, Andrews, Ind. C. C., John Sullivan; Sec., & Treas., A. H. Cutler. Meets 1st and 3d Wednesday and 2d and 4th Thursday of each month.

Harry Gilmore Div. No. 126, Omaha, Neb. C. C., F. G. Fairbrass; Sec., & Treas., R. J. Mantz.

Wylie Div. No. 127, Amboy, Ills. C. C., F. W. Wylie, box 226; Sec., & Treas., C. D. Knowles, box 313.

Cheyenne Div. No. 128, Cheyenne, Wyoming Ter. C. C., W. L. Waterbury, box 367; Sec., & Treas., Frank E. Stephens, box 213. Meets every Tuesday at 2 p. m. in B. L. E. hall.

Mt. Helena Div. No. 129, Helena, Montana Ter. C. C., C. E. Elliott; Sec. & Treas., C. M. Blair.

W. I. Allen Div. No. 130, St. James, Minn. C. C., L. D. Ridpath; Sec., & Treas., J. L. Jones. Meets 1st and 3d Sunday of each month, at 2 p. m. in Masonic Hall.

Little Rock Div. No. 131, Little Rock, Ark. C. C., F. Hequenbourg; Sec., & Treas., Jabez Kitto, 311 North Ringo street. Meets 2d and 4th Sundays of each month, at 2:30 p. m. in Engineer's hall.

Salida Div. No. 132, Salida Colorado. C. C., Harry Hart; Sec., & Treas., J. W. Burke. Meets 2d and 4th Sunday of each month, at 2 p. m. in Masonic Hall.

RAILWAY CONDUCTORS' MONTHLY.

Bowling Green Div. No. 133, Bowling Green, Ky. C. C., J. H. Thompson, care of L. & N. Ry.; Sec. J. L. Ives. Meeting days 1st & 3d Sunday in each month at 2:30 p. m.

Bellevue Div. No. 134, Bellevue, Ohio. C. C., E. L. Crawford; Sec., & Treas., Lewis S. Nye, box 84.

Rock City Div. No. 135, Nashville, Tenn. C. C., C. L. Wood, 182 Woodlawn st.; Sec., & Treas., J. H. Latimer, 614 Demonbreun st. Meets 2d and 4th Saturday in each month, at 9 a. m. No. 83 Union st.

Ashton Div. No. 136, Huntington, W. Va. C. C., H. N. Ragland, P. O. box 105; Sec., & Treas., W. Waldron, box 611. Meets in Odd Fellows Hall, 2d and 4th Monday of each month at 8 o'clock p. m.

Star City Div. No. 137, Lafayette, Ind. C. C., R. K. Alexander, 92 South 4th st.; Sec., & Treas., C. M. Vanter, 124 8th st.

Britton Div. No. 138, Garrett, Ind. C. C., T. J. Harper; Sec., & Treas., N. W. Blackburn. Meets 2d and 4th Sunday in each month B. L. E. hall.

Stanton Div. No. 139, Cleveland, Tenn. C. C., O. E. Russell; Sec., & Treas., C. L. Stevenson, box 218.

New River Div. No. 140, Hinton, W. Va. C. C., J. H. Shutt, box 199; Sec. & Treas. J. F. Drish. Meets 2d Sunday of each month at 2 p. m. and 4th Monday at 7:30 p. m.

St. Joseph Div. No. 141, St. Joseph, Mo. C. C., T. J. McDonald, 1021 S. 15th st.; Sec., & Treas., C. E. Tyler, 1009 S. 11th st. Meets 1st and 3d Sunday in each month at 2 p. m.

Laramie City Div. No. 142, Laramie, City, Wyoming Ter. C. C., W. A. Jameson; Sec., & Treas., D. Nottage. Meets 1st and 3d Sunday of each month at 2 p. m.

Dauphin Div. No. 143, Harrisburg, Pa. C. C., Harry T. Albright, 446 Cumberland st.; Sec., & Treas., Charles C. Weaver, 633 Boas st. Meets 1st and 3d Sunday of each month at 1 p. m. and 2d and 4th Monday at 7:30 p. m. in Good Templar's hall, cor., 2d and State streets.

Derry Div. No. 144, Derry Station, Pa. C. C., J. C. Campbell; Sec., & Treas., W. H. Smith, Jr. Meet 1st & 3d Sunday in each month in Odd Fellows Hall,

Nickle Plate Div. No. 145, Conneaut, O. C. C., W. H. Ball; Sec., & Treas., E. Phillips. Meets 1st and 3d Saturday of each month in G. A. R. hall, Main st.

E. A. Smith Div. No. 146, Fitchburg, Mass. C. C., A. W. Rennan, box 763; Sec., & Treas., L. P. Allen, 38 Prichard street.

Ira C. Sherry Div. No. 147, Easton, Pa. C. C. Genther Parks, 34 N. Front st.; Sec., & T. J. D. Johnson, 59 Stigreeves st.

Look Out Div. No. 148, Chattanooga, Tenn. C. C., J. H. Feebles, care Union depot; Sec., & Treas., Robt. B. Stegall, 417 Gillespie st. Meets 1st and 3d Sunday afternoon.

Jackson Div. No. 149, Jackson, Tenn. C. C., G. B. Harris, box 256; Sec., & Treas., J. D. Morton, box 75.

Kincaid Div. No. 150, Utica, N. Y. C. C., John Excell, 41 Scott st.; Sec. & Treas., T. H. Parker, 14 Russell st, Binghampton, New York. Meets

Providence Div. No. 151, Providence, R. I. C. C., Orrin W. Kelly, 270 Charles st.; Sec. & Treas., Thomas Peckham, No. 7 Pettis st.

Richmond Div. No. 152, Richmond, Va. C. C., J. W. Hancock, 1225 North 7th st.; Sec. & Treas., J. T. Johnson, 1225 East Broad Street. Meets 1st and 3d Sundays in each month, at 2 p. m., in I. O. O. F. Hall, cor., Mayo and Franklin streets.

E. D. Horn Div. No. 153, Mauch Chunk, Pa. C. C., Jacob Remmel; Sec., & Treas., Michael Gillespie, 101 Race st. Meets 1st and 3d Sunday at 2 p. m., in Odd Fellows Temple.

Binghamton Div. No. 154, Binghamton, N. Y. C. C., M. F. Collins, 216 Washington st; Sec. & Treas., W. E. Carpenter, 274 Chenango st.

Syracuse Div. No. 155, Syracuse, N. Y. C. C., Isaac T. Holmes, 47 Gifford st.; Sec. & T., L. H. Grover, No. 1 Niagara st. Meets every Sunday at 2:00 p. m., in K. P. hall, over post-office.

Gate City Div. No. 156, Glendive, Mont. C. C., A. D. Jarrad; Sec., P. Reynolds, box 67.

New England Div. No. 157, Boston, Mass. C. C., John Moriarty; Sec., & Treas., C. F. Hammond, "Old Colony Ry." Meets in Alpha hall, 18 Essex st., on the 1st Tuesday of each month at 10 a. m.

Alexandria Div. No. 158, Alexandria, Va. C. C., Wm. M. Mills; Sec., A. A. Davis. Meets 2d and 4th Sunday in each month.

Div. No. 159, City of Mexico, Mexico.

Wyoming Valley Div. No. 160, Wilkes-Barre, Pa. C. C., Joseph Winder; Sec., Jos. A. Keithline, 235 South st.

Div. No. 161, Parsons, Kansas.

West Philadelphia Div. No. 162. C. C., Wm. H. Post; Sec., A. H. McCauley. Meets alternate Sundays, commencing Dec. 14th, at Surveyor's hall, 40th st., and Lancaster ave.

Division Secretaries will please read carefully the above directory and send us by postal any corrections that may be necessary, as we desire to have it correct. Those who have not please send us place and hour of meeting.

RAILWAY CONDUCTORS' MONTHLY.

YARDMASTERS MUTUAL BENEFIT ASSOCIATION DIRECTORY.

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 A. J. Hitt, Pres.; Harry Staples, Sec.
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Derry Div., No. 41, Derry, Pa. Manassa
 Sweeney, Pres.; Daniel Williams, Sec.

Michigan City Div., No. 42, Michigan City, Ind.
 Andrew Montague, Pres.; W. T. Carter, Sec.

Salida Div., No. 43, Salida, Col. James
 Cahill, Pres.; G. M. Austin, Sec.

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 James Gordon, Pres.; Thos. S. Mitchell, Sec.

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The Railway Conductors'

MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, FEBRUARY 1, 1885.

No. 2.

THE CHURCH DEBT.

Written for the MONTHLY.

Two Christian ladies, whom I have known for many years,
Standing by the wayside talking, the church was in arrears,
Each was explaining her idea, as only a woman can,
Of revising the financial feeling, devising some better plan.

Our pastor's salary half paid, says one. Do tell, the other said,
Our contingent expenses partly met, the church seems literally dead,
The congregation seems quite large, the church well filled, but yet,
Each year we find ourselves behind, and more and more in debt.

'Tis alas, too true, said Mrs. Jones, it has been a great study to me;
I have prayed that God would open our eyes, lead us all to see
Wherein the fault might be. Have ever asked Him to tell,
The plain, true duty of every one, He knows our minds so well.

Mrs. Jones was not an ignorant lady, felt hurt if one should say
They could devise a better plan, or propose a better way;
A woman of strong mind, good sense, yet asking God to reveal
Some plan to pay the old church debt. I wonder how he must feel.

When prayers like this are offered up, 'tis true I verily believe,
He has promised in His Word, only "ask and you shall receive."
If by faith these blessings sought, it would bear a kindly look.
Yet when to avoid too sudden a pressure on the bank or pocket-book.

There comes a curious feeling, meandering through an honest mind,
That while we know our Heavenly Father is ever good and kind;
Still with all the ways and means employed, at this present hour,
These little things might be arranged without aid from a Higher Power.

Still Mrs. Smith and Mrs. Jones. were like nearly one and all,
 Believed what was not worth asking for, not worth having at all;
 Alike others, their faith so bountiful, yet fail to comprehend
 The disease, or proper medicine by which the church might mend.

Says Mrs. Smith, one thing is certain, our pastor will have to go; •
 He is no orator, Mrs. Jones, for really do you not know
 We never can revive the church, the time seems really here,
 When one must have the faculty of bringing a laugh or a tear

From all who go to hear him, must be able to portray
 Life in most beautiful colors, leaving out the sins of to-day,
 Not really too exacting; in other words, to make it plain,
 Just look over life's sins and follies, if he expects to remain.

Mrs. Jones, after listening attentively, agreed with Mrs. S.
 He must be a pattern suited to all, and really the very best,
 Close both eyes to the sins of mankind and let the difference be
 Very slight 'twixt one's duty here on earth, and his hope for eternity.

So they both agreed that he must go and another one must come;
 A learned man, an orator, a divine, a successful one.
 Now, someone soon will have a call, and he must never forget
 To please everybody, and God; he must raise the old church debt.

I have read of a time, long years ago, before scarcely a church was known,
 How a carpenter's son of Bethlehem, right in his native home,
 Preached by the grand old sea shore, in words so very plain,
 And when you read them, you almost think Christ is on earth again.

And Matthew and Mark, yea Peter and John, I never yet have read
 Of the college they ever attended, or their standing at the head.
 Yet nearly all seemed to understand. They told it again and again,
 The same, but the good old story, of Christ's perfect love to man.

Ah, the story seems to be growing old, and if Christ was on earth to-day,
 Some glad to meet Him, and others ashamed, and really turn right away,
 And 'mid all their fears with the church in arrears, how very few would
 dare,

Mid the noise and din, to invite Him in to their festival or fair.

Cannot there be more love of Him, more reverence for his word;
 His promises contain more truths than all the sermons you have heard.
 But the fashions have changed Mrs. Jones, Mrs. Smith, and one must
 never forget

The best pastor on earth is of little worth whenever the church is in debt.

But the plain man who tells of the Love of God, also of his promised
 word,

And the poor man, who sits in the poor man's pew, yet practices what
 he has heard.

Sometimes I think not with vanity, but a feeling of worthy pride,
 When called up above, through God's merciful love, will be sitting on the
 right side.

E. H. B.

DANGERS OF GESTICULATING ON THE STREET.

A man bearing a very large bunch of suspenders, the loose ends of which dangled about as he walked along, was going up Washington in the neighborhood of School street. On the same side of the same thoroughfare coming the other way was a gentleman who was recognized to be one of our noted divines—a man who not only fills his pulpit ably on Sunday, but is well known for his good deeds and uprightness. As he meandered about among the passers he talked earnestly to himself and emphasized his sentiments by an occasional gesture with his right hand. Whether he was in the midst of the sixtieth of his next Sunday's sermon or was only laying down the law to the wicked politicians, is not known; but it is known that when he got opposite the man with the suspenders, in the course of an elaborate gesture, he thrust one of his fingers through a buckle of one of the dangling suspenders, and nearly succeeded in getting away with the article. That suspender, however, happened to be fastened to a ring in the man's hand, and the result was both he and the clergyman came to a sudden standstill about the same moment.

"Oh, no, you don't—not this time," said the man with the suspenders.

"I beg your pardon," cried the clergyman, coming in. "It was an accident."

"Oh, of course," said the man with the suspenders. "Everything is always an accident when you get caught. You're a nice looking man to be around lifting suspenders, ain't you? It's jest such well-dressed old repro-

bates as you that do all the mischief. But you can't soft-soap me with your 'beg pardons' now, I can tell you, for I've seen you before."

"Seen me before!" gasped the minister, looking around upon the gaping crowd with apprehensive annoyance.

"Yes, sir, I've seen you before, and I know you of old; and if your face ain't stuck up in every rogue's gallery, I ain't talking. But you struck a snag when you struck me now, by thunder!"

"But, my dear sir——"

"Oh, go 'long," said the man with the suspenders, sternly. "You ain't going to give me any of your taffy, now don't you forget it. You jest go right along and keep your mouth shut—and you fellers keep your eyes on your pocketbooks while he's around. If I weren't in such a cussed hurry I'd run him in, dashed if I wouldn't!" And the man with the suspenders, giving the minister a last withering look, passed on, swelling with the triumph of a righteous victory over wickedness.—*Boston Globe*.

THE CONDUCTOR'S STORY.

The Omaha express stood waiting in the Union depot at Chicago. There was a large passenger list for the West that night, and an unusual amount of express-matter. An extra number of coaches was therefore added; and when the signal for starting was given, the engine panted and groaned as she moved out of the yards with her tremendous load. Soon, however, we were flying over the country under the impetus of the powerful engine, which had needed only a little coaxing and petting at the start to give her the wild strength with which she drew the thousands of tons' burden behind her.

Our old friend, "Billy" F——, was the conductor. Coming through the sleeper he greeted us cordially, barely glancing at the "annual" held out for his inspection. With a promise to meet us soon to "have a cigar," he went on through the train, lantern on one arm, and "snip, snip," on either side.

This being a through and fast train for the West, very few stops would be made, and then only at important stations. Soon our friend returned, and settling himself comfortably by our side in the smoking-room, lighted a Havana.

"We've got a very heavy train, and, what's worse, we will be detained

an hour at Aurora by a freight wreck. No. 6 is following us, but as she makes all stops, we won't be near her long."

"You have seen some very bad accidents on this road in your long experience on it, haven't you?" we queried.

"Yes I have. I never was in any bad wreck myself; have always been fortunate. But I've had many narrow escapes.

"Speaking of wrecks, the worst one I ever saw was that which occurred at Tyrone, Iowa, some years ago. You see, No. 5 going East, and No. 3 going West, had orders to meet there. Both trains were late and running like the wind. The operator at Tyrone received the order and with it an order for a freight-train that had been standing there to come west. In some unaccountable manner, the poor fellow got the orders mixed, so that when No. 5 reached Tyrone it was ordered to run on East, while the freight was still held at Tyrone!

"'Orders are orders' on the road, and the engineer of No. 5 innocently obeyed the death-command. So they shot into the darkness—and to death.

"Meanwhile No. 3 came tearing down the heavy grade a mile or two from Tyrone. No. 5 was rushing on to meet her. There would be a terrible wreck! Just as No. 5 disappeared from view the operator discovered his mistake. But it was too late. He stood helpless for a moment, paralyzed with horror. Then rushing to the instrument, he telegraphed as follows to headquarters:

"'Nos. 5 and 3 have met in a terrible wreck on the grade East of here. Send cars and surgeons!'

"And then a mighty crash shook the night air. With an agonizing shriek the operator sank to the floor senseless.

"Yes, it was an awful wreck. Many were killed and wounded,' It was pitiful to hear the poor victims cry, and some begged to be put out of their misery. Oh, I don't want any wrecks! And we seldom have one now, for our road is careful.

"The narrowest escape I ever had was a good many years ago. The road was new then, and I was running a passenger-train in the West. It was a dreary, rainy, chilly night in March. We had a pretty heavy train, and were making good time despite the bad condition of the road. Soon after midnight a storm came on, and the rain and wind were terrible. But we had to plow along through it, though there was great uneasiness among the passengers, and to tell the truth, I didn't feel altogether safe myself.

"About ten miles from H—— we learned that Camp creek was 'way

beyond her banks and rapidly rising. There was a large trestle-bridge over this creek, but it was regarded as perfectly safe. The wind was now blowing a gale, it had turned cold, and the snow was now mixed with the pouring rain. But on we flew, and I trusted to Providence that all would be well.

"I had just snuggled down in a heap to have a short nap, when I was brought to my feet in an instant by the frantic shriek of the engine, and the pounding and the groaning of the car-wheels on the track as the brakes held them fast. There was trouble ahead. And we were nearing that bridge! Looking out of the window ahead in the distance I saw a huge bonfire on the track, the flames of which lighted up the surroundings vividly. The train came to a halt, and within ten feet of the engine and on the very brink of an abyss, roared the huge beacon-fire. The bridge had gone down.

"But who built the fire and kept it burning? was the question. Ah, that was easily learned, for there, standing in the storm and the cold, was a woman, clasping in her arms a babe, and about her clung three shivering children. The passengers had crowded upon the scene ere this, and many a hand was outstretched to lead the heroic woman and her little ones to a place of warmth and safety in the train.

"There she told her story. She lived in a poor shanty only a short distance from the bridge and had heard it go down with a crash into the rushing waters. Knowing our train would soon be due, she built the fire on the track to warn us. Having no fuel of her own, and failing to find any, she had piled her bedclothes in a heap, lighted them, and kept the fire burning by feeding it with what scanty furniture her house contained.

"She told us with a sob that baby's cradle had gone to keep the beacon-light burning.

"About that time everybody was blubbering. I think one or two of the ladies were praying and crying. But that did not last long. One big, red-faced old man just took off his hat, a tall stove-pipe, and went through the train in a manner that would have done credit to any well-organized gang of train-robbers—only the passengers crowded up to him with their valuables. They showered gold, silver and paper-money into that hat until it was full. Some gave a fifty, others more, some less, and one old fellow put in his check and then wiped his eyes and blew his nose. Oh, they gave her an ovation. It was an heroic act, and one that no doubt saved many lives."

"How much was collected," we asked, with mercenary curiosity, as the train whistled for Aurora.

"Well, sir, I don't remember the exact amount, but enough to buy baby a cradle that would grace the little home which the rest of the money purchased."—*Cape Ann Advertiser*.

AN INCIDENT ON THE CARS.

"Cars stop twenty minutes for refreshments," called out Conductor Richardson, at Allen's Junction.

Then, as the train came to a dead halt, he jumped down upon the station platform, ran along to the front of the long line of passenger cars, where the engine was standing, and swinging himself up into the cab, said to the engineer:

"Frank, I want you to come back with me to the first passenger coach, and see a little girl that I hardly know what to make of."

The engineer nodded, without speaking, deliberately wiped his oily, smoky hands in a bunch of "waste," took a look at his grimy, dusty face in the narrow little mirror that hung beside the steam-gauge, pulled off his short frock, put on a coat, changed his little black, greasy cap for his soft, felt hat—taking these "dress-up" articles from the tender-box, where an engineer always has something stowed away for an emergency—and went back to the coach as requested.

He entered the coach, and made his way to the seat where the kind-hearted conductor sat talking to a bright-looking little girl about nine years old, oddly dressed in a woman's shawl and bonnet.

Several of the passengers were grouped around the seat evidently much interested in the child, who wore a sad, prematurely old countenance, but seemed to be neither timid nor confused.

"Here is the engineer," said the conductor, kindly, as Frank appeared.

She held up her hand to him, with a winning smile breaking over her pinched little face, and said:

"My papa was an engineer before he became sick and went to live on a farm in Montana. He is dead, and my mama is dead. She died first before Susie and Willie. My papa used to tell me after he sho'd be dead there would be no one to take care of me, and then I must go on the cars and go to his old home in Vermont, and he said if the conductor wouldn't let me ride because I hadn't any ticket, I must ask for the engineer, and tell him I was James Kendrick's little girl, and that he used to run on the M—and G—road."

The pleading blue eyes were now full of tears, but she did not cry after the manner of children in general.

Engineer Frank now stooped and kissed her very tenderly, and then, as he brushed away the tears from his own eyes, said:

"Well, my dear, you are little Bessie Kendrick! It's my opinion a merciful Providence guided you on board this train."

Then turning around to the group of passengers, he went on: "I knew Jim Kendrick, the father of this little girl, well. He was a man out of ten thousand. When I first came to Indiana—before I got acclimated—I was sick a great part of the time, so that I could not work, and I got home-sick and discouraged—could not keep my board bill paid up, not to mention my doctor's bill, and didn't much care whether I lived or died.

"One day when the pay car came along, and the men were getting their monthly wages, there wasn't a cent coming to me, for I hadn't been free from the ague, nor worked an hour for the last month.

"I felt so 'blue' that I sat down on a pile of railroad ties and leaned my elbows on my knees, with my head on my hands, and cried like a great boy out of sheer home-sickness and discouragement.

"Pretty soon one of the railroad men came along and said in a voice that sounded like sweet music in my ears, for I hadn't found much real sympathy out there, although the boys were all good to me in their way: 'You have been having a rough time of it, and you must let me help you out.'

"I looked up and there stood Jim Kendrick, with his month's pay in his hand. He took out from the roll of bills a twenty-dollar note and held it out to me.

"I knew he had a sickly wife and two or three children, and that he had a hard time of it himself to pull through from month to month, so I said, half ashamed of the tears that were still streaming down my face: 'Indeed, I cannot take the money. You need every cent of it yourself.'

"'Indeed, you will take it, man,' said Jim. 'You will be all right in a few days, and then you can pay it back. Now come home with me to supper and see the babies; it will do you good.'

"I took the bank-note and accepted the invitation, and after that went to his house frequently until he moved away, and gradually I lost sight of him. I had returned the loan, but it was impossible to repay the good that little act of kindness did me, and I rather guess Jim Kendrick's little girl here will no way want for anything if I can help it."

Then turning again to the child, whose blue eyes were wide enough now, the engineer said to her:

"I'll take you home with me, Bessie dear, when we get up to Wayne. My wife will fix you up, and we'll write and find out whether those Vermont relations really want you or not. If they do, Mary or I shall go on with you. But if they don't care much about having you, you shall stay with us and be our little girl, for we have none of our own. You look very much like your father, God bless his memory."

Just then the eastern train whistled. "All aboard," was shouted, Engineer Frank vanished out of the car door and went forward to his engine, wiping his eyes with his coat sleeve, while the conductor and sympathetic passengers could not repress the tears this touching little episode evoked during the twenty minute's stop at Allen's Junction.—*Mrs. Annie A. Preston.*

BILL NYE MEETS J. WARD BOYLES.

Some years ago, when I was younger, I was very easily approached by strangers, especially if they intimated that they had seen me before. The most down-trodden and offensive human failure could borrow my watch and chain then, if he went at it right, and it was a cold day when I wasn't called on to feed some "great admirer" of mine who had footed it through from Boston to the coast in order to shake hands with me.

I am not so much that way now. I would rather be famed for pants than pant for fame (stall-fed humor). When a pale-eyed tramp takes me by the hand now-a-days and tells me how he has journeyed from Nova Scotia to see me, I perpetrate a little coup de tat on him by asking him if he has a dollar in his clothes that I could borrow till next week. After that there is a lull in the conversation that you could cut with a knife.

Many years ago there was a red-headed conductor running No. 7 over the Sherman hill whose name was Boils—(the only and original J. Ward—Ed.)—or at least that's near enough. No. 7 wasn't really a train of "varnished cars." It was an emigrant train, but it had a comfortable caboose on behind with leather-covered seats and an observatory on top and oil paintings in it painted by Michael Angelo Prang, and I used to ride over the mountain with Boils in this caboose quite frequently.

One night there were several of us coming over the hill and we were having a good, fair, average time smoking Alex. Joelman's cigars and telling stories as we poked along up the heavy grade of the Union Pacific road

from Cheyenne East. After a while Boils went through the train with a self-cocking punch, and made the usual assessment. Then he came back and told me that there was a lady in one of the cars ahead who had heard in some way that I was aboard, and was very anxious to meet me. He said he would go forward and introduce me if I wished. I rose majestically, felt my moustache, to see if it was still there, and then went into the other car where Boils introduced me to a corpulent woman about eighty-seven years of age, whose teeth were made for someone else. She couldn't hear very well, either. The train made some noise, and so when she wanted very severely to hear what I said she would lean over on my shoulder, with the cold and somewhat solid rim of her ear close to my face, so that she could catch my words as they fell.

She said she was just returning from the Centennial.

"Ah," I said, "where do you go to celebrate your centennials now-a-days?"

"Oh, down to Philadelphia," she said, as soon as she had collected my question into her jumbo ears.

"I should think you would go to the Acropolis," I said, getting a little weary of my companion, "or to Pompeii, where you could have a kind of reunion of ruins."

And so we chatted along up the hill. While the boys were having a nice, joyful time, I was there yelling playful little bon mots and such things as that into the dark recesses of an old emigrant's ear, who, I afterwards learned, thought I was a foreign missionary on my way to my charge via 'Frisco.

Finally I asked her to excuse me, as I had to go back to the rear car to attend to a friend who was dying. It took me a long time to work this palpable falsehood through the neglected labyrinths to her mind, but finally she seemed to grapple with it all right.

Then she wanted to go, too. I told her no; it would certainly hasten the end. How I wanted to get hold of Boils and bring him to a head! At last I got away from the aged conversationalist and went back to the caboose.

It was locked!

I stood out on the platform in the cold all the way down the west side of the hill to Laramie, where we arrived at a little past midnight, as the train was late.

I never felt anywhere even with Boils until a year or so afterward, when

the general superintendent wrote and asked him if he wouldn't be kind enough to resign, so as to give the stockholders a chance. He told Boils that if he would resign and get a job on a rival road, and be as economical about turning in the cash fares as he had with him, the company would present him with a gold-headed cane.—*Chat.*

THE BRAKEMAN AT CHURCH.

BOB BURDETTE'S BEST SKETCH—THE CHURCH CREEDS DONE UP IN RAILROAD LINGO.

Published by Request.

On the road once more, with Lebanon falling away in the distance, the fat passenger drumming idly on the window pane, the cross passenger sound asleep, and the tall, thin passenger reading "Gen. Grant's Tour Around the World." To me comes the brakeman, and seating himself on the arm of the seat, says: "I went to church yesterday."

"Yes?" I said, with that interested inflection that asks for more. "And what church did you attend?"

"Which do you guess?" he asked.

"Some union mission church," I hazzarded.

"No," he said, "I don't like to run on these branch roads very much. I don't often go to church, and when I do, I want to run on the main line, where your run is regular and you go on schedule time and don't have to wait on connections. I don't like to run on a branch. Good enough, but I don't like it."

"Episcopal?" I guessed.

"Limited express," he said, "all palace cars and \$2 extra for seats fast time and only stop at big stations. Nice line, but too exhaustive for a brakeman. All train men in uniform. conductor's punch and lantern silver plated, and no train boys allowed. Then the passengers are allowed to talk back to the conductor, and it makes them too free and easy. No, I couldn't stand the palace cars. Rich road, though. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too."

"Universalist?" I suggested.

"Broad gauge," said the brakeman, "does too much complimentary business. Everybody travels on a pass. Conductor doesn't get a fare once in fifty miles. Stops at flag stations, and won't run into anything but a union depot. No smoking car on the train. Train orders are very vague though,

and the train men don't get along very well with the passengers. No, I don't go to the Universalist, but I know some good men who run on that road."

"Presbyterian?" I asked.

"Narrow gauge, eh?" said the brakeman, "pretty track, straight as a rule; tunnel right through a mountain rather than go around it; spirit-level grade; passengers have to show their tickets before they can get on the train. Mighty strict road, but the cars are a little narrow; have to sit one in a seat, and no room in the aisle to dance. Then there is no stop-over tickets allowed; got to go straight through to the station you are ticketed for, or you can't get on at all. When the car is full no extra coaches; cars built at the shop to hold just so many and nobody else allowed on. But you don't often hear of an accident on that road. It's run up to the rules."

"Maybe you joined the Freethinkers?" I said.

"Scrub road," said the brakeman, "dirt road-bed and no ballast; no time card and no train dispatcher. All trains run wild, and every engineer makes his own time, just as he pleases. Smoke if you want to; kind of go-as-you-please road. Too many side-tracks, and every switch wide open all the time, with the switchman sound asleep and the target-lamp dead out. Get on as you please and get off when you want to. Don't have to show your tickets, and the conductor isn't expected to do anything but amuse the passengers. No, sir. I was offered a pass, but I don't like the line. I don't like to travel on a road that has no terminus. Do you know, sir, I asked a division superintendent where that road run to, and he said he hoped to die if he knew. I asked him if the general superintendent could tell me, and he said he didn't believe they had a general superintendent, and if they had he didn't know any more about the road than the passengers. I asked him who he reported to, and he said 'nobody.' I asked a conductor who he got his orders from, and he said he didn't take orders from any living man or dead ghost. And when I asked the engineer who he got his orders from, he said he'd like to see anybody give him orders; he'd run the train to suit himself, or he'd run it into the ditch. Now, you see, sir, I'm a railroad man, and I don't care to run on a road that has no time, makes no connections, runs nowhere, and has no superintendent. It may be all right, but I've railroaded too long to understand it."

"Maybe you went to the Congregational church?"

"Popular road," said the brakeman; "an old road, too—one of the very oldest in the country. Good road-bed and comfortable cars. Well-man-

aged road, too; directors don't interfere with division superintendents and train orders. Road's mighty popular, but it's pretty independent, too. Yes, didn't one of the division superintendents down east discontinue one of the oldest stations on the line two or three years ago? But it's a mighty pleasant road to travel on—always has such a pleasant class of passengers."

"Did you try the Methodist?" I said.

"Now, you're shouting!" he said with some enthusiasm. "Nice road, eh? Fast time and plenty of passengers. Engines carry a power of steam, and don't you forget it; steam-gauge shows a hundred and enough all the time. Lively road; when the conductor shouts 'all aboard,' you can hear him at the next station. Every train light shines like a head-light. Stop-over checks are given on all through tickets; passenger can drop off the train as often as he likes, do the station two or three days, and hop on the next revival train that comes thundering along. Good, whole-souled conductors; ain't a road in the country where the passengers feel more at home. No passes; every passenger pays full traffic rates for his tickets; Wesleyan house air-brakes on all trains, too; pretty safe road, but I didn't ride over it yesterday."

"Perhaps you tried the Baptist?" I guessed once more.

"Ah, ha!" said the brakeman, "she's a daisy, isn't she? River road; beautiful curves; sweep around anything to keep close to the river, but it's all steel rail and rock ballast, single track all the way, and not a side-track from the round-house to the terminus. Takes a heap of water to run it, though; double tanks at every station, and there isn't an engine in the shops can pull a pound or run a mile with less than two gauges. But it runs through a lovely country; those river roads always do; river on one side and hills on the other, and it's a steady climb up the grade all the way till the run ends where the fountain-head of the river begins. Yes, sir, I'll take the river road every time for a lovely trip; sure connections and a good time, and no prairie dust blowing in at the windows. And yesterday, when the conductor came around for the tickets with a little basket punch, I didn't ask him to pass me, but I paid my fare like a little man—25 cents for an hour's run and a little concert by the passengers thrown in. I tell you, pilgrim, you take the river road when you want—"

But just here the long whistle from the engine announced a station, and the brakeman hurried to the door, shouting: "Zionsville! This train makes no stops between here and Indianapolis!"

FORT TICONDEROGA.

TRADITIONS AND MEMORIES OF THE OLD FORTIFICATION.

A correspondent of the *New York Post* writes: One should establish himself at the pretty village of Ticonderoga, up the outlet of Lake George, where one finds good hotels and all the amenities. Lake George is three miles away on the south, and Lake Champlain two miles on the east, while at the door in the falls of the outlet is almost every variety of forms that falling water can assume. This outlet, as it leaves Lake George, is a considerable mill-stream of clear, cold water, sparkling and murmuring among meadows until reaching the village it falls nearly 250 feet in as many yards, covering almost at a leap the difference in level between the two lakes. In its natural state the cataract must have been a romantic picture, but its waters are now so obstructed by dams and vexed by mill-wheels that much of their beauty has vanished.

The great feature of interest, however, is old Fort Ticonderoga. As one glides from the outlet into the lake he sees over a marsh on the left a gaunt, craggy promontory rising abruptly out of the water and stretching back into the forest a well-defined wall of trap a hundred feet above the level of the lake. The railway coming up from Whitehall pierces the barrier by a tunnel. On the right, in the curve of the bay formed partly by this promontory, is the dock where the large steamers land their passengers for Lake George. This promontory is Ticonderoga, one of the most historic spots in America. Clambering up its ledges to the summit, one finds a green, slightly rolling plateau, with black rocks outcropping here and there among the grass, and in its centre gaunt and ragged walls of masonry. In some of them embrasures still gape, and beside them moat and sally-port, north and west bastions, parade and barracks are still traceable. A little further east where the cliff projects over the water, may be defined the outlines of a redoubt. Sheep are feeding now among the grim ruins, and one may linger all day without being disturbed by any chance passer. It is a strange, eventful history, that of this rock. When the French engineers of Baron Dieskau first selected it, and raised here the walls of their Fort Carillon, they did it to command the great highway between the English Colonies of the south and their own Dominion of Canada, a highway which, making use of the Hudson and the two lakes—George and Champlain—gave almost uninterrupted water communication between the St. Lawrence and the Atlantic at New York. And so it came about that all the wars between these French and English

colonies resolved themselves into a struggle for the possession of this commanding rock. In like manner it became the first point aimed at and won by the American colonies in their later struggle against England for their independence. Strange memories cluster about the gray old ruin, which a dreary October day is apt to vivify. First, 1,000 gay Frenchmen in blue coats, and half as many Iroquois in war-paint and feathers, march away up the outlet toward Lake George, bound on the congenial errand of a midnight assault upon some unguarded fortress or sleeping settlement. But in a few days they come streaming back, broken, defeated. They have met Johnson and the provincials at Fort William Henry, at the head of the lake. Next, Vaudreuil comes on the same errand, wading through the March snows, but is broken on the same sturdy barrier. But the Frenchmen will persist, and five month's later, Montcalm, with pennons waving over 8,000 men in arms, comes up the lake bound to sweep the English from George. He does it; but the year is hardly out ere Abercrombie, with 15,000 Englishmen sits down before the fort and demands its surrender. There is a heavy fight, but the English retreat only to reappear the next year under an abler general and overthrow the French power in America.

Under English rule the old fort saw peaceful days. The quiet lakes were no more the field of contending nations. Iroquois and Mohawks went no more on the war path. A corporal's guard of forty men lounged about the crumbling ramparts, watched the lizard basking in the sally-port, drank King George's health, and shuffled cards on unused drum-heads. Then came the morning of the 10th of May, 1775, when, in the gray dawn, a motley band of frontiersmen in backwood garb, headed by one Ethan Allen, of Bennington, swarmed over the parapets and drew up on the parade. We should like to have seen the expression of the old red-faced martinet who commanded when confronted with this band of farmers, and ordered to surrender, "in the name of the Great Jehovah and the Continental Congress."

One more eventful action took place here, and then the old pile was relegated to its present state of desolation. Early in July, 1777, Burgoyne left Crown Point on his famous invasion of New York, and one of his first acts was to encircle Ticonderoga with his forces. Out yonder in the lake lay his frigate and gunboats, cutting off communication by water. And here, toward Lake George, General Phillips has seized Mount Hope, cutting off retreat in that direction. St. Clair in command has not force enough to man one-half the batteries. By the fifth day the fort is nearly invested. Phillips has taken possession of Mount Defiance here on the southwest, so high and

so near to the fort that he can count every man and gun in it, and is putting guns in position. St. Clair holds a council of war and decides to retreat. At 2 o'clock on the morning of July 6th, the garrison is in motion, stealing away quietly up the lake shore toward Castleton, and away from the eager besiegers. The hot pursuit was without result. This was the last incident of moment in the history of Fort Ticonderoga. On Burgoyne's defeat at Saratoga the English abandoned the fort, but again re-occupied it in 1780. Then came the year 1783, and Ticonderoga became as useless as the child's toy to a full-grown man.—*Rochester Democrat*.

THE CONDUCTOR'S STORY.

A MAN WHO DIED POSSESSED OF A VALUABLE SECRET.

"Eight or nine years ago, when this road was opened, we used to meet a good many queer people. There are queer ones going over the new line now, but there were more of them then. The second or third train that I ran out of Pueblo for the east had an old fellow aboard who took me into his confidence. He wore his hair long, and his beard was gray and shaggy. When I went through the train the first time he offered me his ticket, a through one, and at the same time his bottle. I punched his ticket and took a small drink from the flask. After this, every time I came through he would hand up the flask with a smile, but I declined to drink any more. Finally he persuaded me to sit down by his side. We had a long run ahead without stops, and the time was hanging rather heavily on my hands.

"'I made up my mind years ago,' he said, 'that I would never go back East until I could go in a chariot, and now I'm going just as a white man ought to go. Have a drink? It'll do you good. I've been out here twenty years with the Indians, chasing them part of the time and part of the time they chasing me. I've mined it from one end of the divide to the other, just skimming over the surface. I've found more'n fifty prospects where a man with a little dust can get rich in a year. I've got my pocket full of specimens, and I'm going down to my old home in York state to see if I can't raise enough funds to come out here and work some of these. There's old man Chadwick—he's rich; and Jim Gillett's two boys must be grown up by this time, and probably got the farm; and then there's my old man's relatives over at the corners and any number of others. I'm just going to open their eyes to something if this chariot don't break down. Why, I've

been waiting for this train of cars four or five years, and it can't go too fast to suit me. Here's a piece of silver I took from a prospect down in Arizona. What do you think of it? Well, stranger, you can hew that out of the ground where I got that by the pail full, and there's more of it covered up than there is on the surface."

"I began to be interested. I had heard big stories of silver discoveries off south. and here was evidence, if the old chap wasn't lying, that he had discovered the location of a deposit of fabulous value. I told him that I had some money myself—I did have some \$4,000 in those days, though I haven't got it now—and that if that would do any good, and I could get a share in the stake, he could have it all. He seemed greatly pleased.

"‘I'll not go home just yet,’ said he, ‘I'll wait a while. I'll go down richer'n old Chadwick when I do go, and I'll sling silver bricks at all the windows in town. How far do you run? I'll get off with you.’

"I told him, and he agreed to say nothing, but to leave the train when the new gang came on. Just as we got to the end of the division I jumped on the platform and looked for the old man, but as he did not come out I boarded the train again to call him. Coming up behind him I thought at first he was asleep, but I soon discovered it was death. His head was resting on his bosom and in one of his hands he held the silver nugget. We removed him to the depot and I got a sort of a horse doctor there to examine him, but he only said he must have died of heart disease. Before we buried him I searched all his pockets, the linings of his coats and vest, and his old satchel, but I couldn't find a thing that would throw any light on the location of the prospects. Nor could I learn his exact address at first, but from some memoranda found in his pockets I afterwards made a guess at it and came out right. I discovered that he had a brother and some nephews living, and to them I sent the nuggets and a few other articles of value he had on his person. I got a leave of absence as soon as I could, and in company with two or three friends I made an attempt to locate the place where he found the silver, but his description of it had been so imperfect that I could not find it. After spending \$2,000 in prospecting without avail I gave it up. One year after that silver mines were opened a little to one side of the place I had gone to first, and, having visited them since, I am sure they were first discovered by the old man whom I met."

"Were they rich?" asked the miner.

"Well, yes, to some extent, they were. The men who gobbled them up took \$800,000 out of them the first year, and they have not been starving since then."

"That was a pretty hard streak of luck for the old man, wasn't it?" said the cattleman, thoughtfully.

The conductor rose up, looked at his watch, and said: "I don't know so much about the old man, for he died, and didn't need any silver; but it is galling on me, for I'm here to feel sore over it every time I see a silver quarter."—*Santa Fe Cor. New York Sun.*

HOW A TRAIN WAS SAVED.

"I see in the paper," said an old engineer, "that they have arrested a Nickle-Plate driver over in Indiana for failing to stop his train at a grade crossing in time to prevent an accident. His defense is that the rails were slippery. That reminds me of one of my own experiences. Several years ago I was running a fast express one night. We were three hours behind time, and if there's anything in the world I hate it's to finish a run behind schedule. These grade crossings of one-horse railroads are nuisances to the trunk lines, and we had a habit of failing to stop, merely slacking up for 'em. At this crossing I had never seen a train at that time of the night, and so I rounded the curve out of the cut at full tilt. I was astonished to see the target set up against me, though I had time enough to stop. But it was a down grade there and the track was very slippery, and to add to the danger my air wouldn't work right. I whistled sharply to have the target set clear for me, but on looking I saw that a freight train was standing right over the crossing, evidently intending to put a few cars on our switch. I wish I could tell you what my thoughts were at that moment. I gave the danger whistle and tried to stop my train, but I had seven heavy sleepers on and we just slid down that grade spite of everything I could do. Now comes the surprise part of the story. Quicker than I can tell you the brakeman on the freight train uncoupled a car just back of our crossing and signaled his engineer to go ahead, which he did sharply, but barely in time to let us through. In fact, the pilot of my engine took the buffer off that rear car. Through that little hole we slipped, and lives and property were saved. Now that brakeman was only a common railroader, yet he saw that situation at a glance. There wasn't time to run his whole train off the crossing, not even half of it—barely time to pull up one car-length by prompt, quick work. He kept his wits about him as I venture to say not one man in a thousand would have done, and saved my reputation, if not my life. He is now a division superintendent on one of the best roads in this country, and may good luck go with him."—*Train Talk in Chicago Herald.*

Legal.

Railroad Fare of Child—Intention as Affecting Damages for Ejection—

H was traveling with two daughters, one over 12 years of age and one under that age, 11 years. By the rules of the company all children between 5 and 12 years were to pay half-fare. The elder daughter, in whose charge her sister was, refused to pay the half-fare demanded by the conductor for her younger sister, and she was ejected with the child from the train at the next station. She sued the company for this trespass and recovered a judgment. On appeal the court held: 1. As this child was with the plaintiff, who said she had charge of her, she would be liable for the child's fare, under the implication that she would pay the fare. But she was not to be presumed to be liable here, for she told the conductor that she and her sister were with her father, who was in the car. The conductor gave no attention to this, but put the two girls out. 2. The damages given here are punitive in character, and the judgment must be reversed. To justify punitive damages there must be malice shown. But where the act done, although wrongful in itself, is committed in the honest assertion of a supposed right, or in the discharge of a duty, or without any evil or bad intention, there is no ground upon which punitive damages can be given. Judgment reversed. [Philadelphia, Wilmington & Baltimore Railroad Company v. Hoeflick. Maryland Court of Appeals, Robinson, J.]

*Telegraph Companies—Erecting Poles—Laches—*A telegraph company puts up poles on the lands of A, who conveyed the lands to J. Two years after J got title he gave the company notice to remove the poles, and on its refusal to take them down he filed a bill for an injunction to restrain the continuance of the poles, alleging that they had been erected without his consent and against his wish, and that notice to remove them had been given. On an appeal from a decree enjoining the company to remove the poles the court said: "The defendant is a corporation having a right to take and appropriate lands for the construction of its telegraph lines. The general rule is, that a corporation having the right to take lands in the exercise of the power of eminent domain, if it enters upon them without making just compensation to the owner, a court of equity will intervene for the protection of the owner until just compensation is made, if he applies seasonably. But the application must be made seasonably—the right to relief is lost by laches in seeking the protection of the court. When the corporation constructed its lines over the lands now claimed by J, is not

shown by the bill; but it is shown that it was during the estate of his predecessor in title, and that more than two years elapsed after he, J, acquired title before he made any complaint of the wrongful taking of the lands. The laches of the complainant and of his predecessor in title exclude him from the aid of the court by injunction. But the trespass upon the land was capable of full redress by legal remedies, and J should have proceeded in a court of law." Decree reversed.—[*Western Union Telegraph Company v. Judkins*. Supreme Court of Alabama.]

Master and Servant—Liability for Willful act of Servant in the Course of his Duty—Damages—Personal Injury—M got on the freight train as it was passing through a town by climbing up the iron ladder on the freight car. Before he got to the top of the car a brakeman on the train came to him and ordered him to get off the car, which, as the speed of the train had been increased, he refused to do, fearing that he might be seriously injured if not killed. The brakeman, however, insisted that he should get off and trampled on M's hands and fingers and forced him to let go his hold, and as the train at that moment was passing over a high, open bridge, he fell through it, broke his thigh in two places, and cut his body in different places. He could not walk for six to eight months, suffered great pain, was still suffering at the time of the suit, and the injured thigh had become weaker and had shortened the leg. It was the duty of the brakeman to keep all persons off the train. On appeal from a judgment of \$7,000 for plaintiff, the company contended the act of the brakeman was wanton, for which it could not be held liable, and that the damages were excessive. In affirming the judgment the court said: "(1) If the act done was one within the scope of the authority of the brakeman—that is, if the brakeman had authority to remove trespassers from the train, and in so doing he did a willful intentional wrong—we cannot see why the defendant should escape liability by claiming that the act was not only willfully wrong, but was malicious and intended by the brakeman to gratify his brutal nature. The fact remains that all that was done was in pursuance of an effort to force plaintiff off the train. If in doing so the brakeman had even murderous designs, it was, in the language of the statute, a 'willful wrong,' for which the defendant is liable. (2) That the plaintiff was a poor man and his earnings but small will not make the damages recovered excessive. He is permanently injured, has been unable to work for many months, has suffered all this time, and still suffers."—[*Marion v. Chicago, Rock Island & Pacific*. Supreme Court of Iowa, Rothrock, C.J.—*Railway Age*.]

Ladies Department.

A HAPPY GATHERING.

The second annual ball given by Clinton Division No, 33 O. R. C. at Davis' Opera House December 31, 1884, was pronounced a decided success by all who participated. The guests numbered nearly six hundred, which, with the appropriately decorated and illuminated hall made a scene of brilliancy long to be remembered. Festoons of wire covered with evergreens were attached to the gallery crossing in the center which was surmounted by an evergreen decorated with small flags; the wires also supported rows of lighted lanterns alternating red and white, while around the center were four passenger conductor lanterns, which with their green shades made a lovely contrast to the red and white ones near them. Around the room attached to the gallery front were red and white train signal flags, the colors also alternating. How suggestive of the daily duties of our railroad men was the presence of those flags and lanterns, and upon the strict obedience to those signals (when displayed at the telegraph stations of our railway lines) depend *their* safety as well as the safety of others and the property of their employers. Around the gallery above suspended from more evergreen festoons was a row of Japanese lanterns. The stage was draped in the center with the "stars and stripes," in the center of the flag was a crescent made of evergreen with the letters O. R. C. in red and white, on the opposite side of the room suspended from the gallery was a large spatterwork picture in the center of which was the monogram "O. of R. C. in rustic letters surrounded by a wreath of flowers; it made a very appropriate addition to the elaborate decoration. The picture was a gift from the conductors' wives. Each member of the division present was conspicuous with his neat and tidy badge, and all seemed to vie with each other in promoting the enjoyment of all and making their ball a grand success. Bulen & Calnan's band of seven pieces furnished inspiring music; the program consisted of thirty dances beside the opening exercise, the Grand March O. R. C, which was led by James Anderson and wife of Eagle Grove, Iowa; about two hundred couples assisted in making it a grand march indeed; viewed from the gallery it was a scene never to be forgotten. At the close of the march an arch was formed, the ladies and gentlemen passing under it to receive their programs. It was a decided railroad entertainment throughout, the sets being announced by the prompter calling out "All aboard." Thirty-eight sets frequently occu-

pied the floor at one time. The last dance before midnight was the Good Bye Leap Year Quadrille, ladies' choice, announced as their *last chance*. At the close of the set conductor Anderson appeared on the stage and with the words "We wish you a Happy New Year," rang the "old year out and the new year in" with an engine bell. Nothing more appropriate could have been devised to usher in the new year. As the loud, clear notes of the bell die away, the cry is heard on all sides "Happy New Year," while from the stage is heard the welcome call of the prompter, John Bulen, "Twenty minutes for supper." John's voice was *heard* and *heeded*, and from the appearance of the almost deserted hall one would suppose the ball ended. Shortly after the twenty minutes were up the merry throng were in their places ready and eager to finish the program, which was ended by the "Home, Sweet Home" quadrille. The evening will long be remembered by many others as well as

A CONDUCTOR'S WIFE.

DAY BY DAY.

As, day by day, the sun uprises,
 Darkness flies and light appears,
 So, day by day, come new surprises,
 Bringing hope and chasing fears,
 The sun may hide his beaming glances
 When we think he most should shine;
 But neither night nor day are chances—
 All things move by laws Divine.

As, day by day, the feathered singer
 Warbles forth his pure delight,
 So, eve by eve, faint murmurs linger
 Round the sable skirts of Night,
 And, day by day, their worship-chorus
 Bids us lift our souls on high;
 But, ah! we feel they stand before us,
 And to God oft seem more nigh.

O day by day! ye have revealed
 Hidden light where clouds o'erhung;
 O blest to-day! thou hast unsealed
 Rolls of promises unsung.
 All the future tells me plainly
 How much nobler I can be;
 And the past, too, shows me vainly
 What I long have failed to see.

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the twentieth of each month.

C. S. WHEATON, Editor.

BLACKLISTING.

We have been somewhat amused at the position of some parties in regard to the much condemned system of blacklisting employes of railways who, from some cause or other, lose their situation. We do not take up this subject to defend the system, but to give some conclusions that we arrive at by our system of reasoning, and first of all let us call your attention to the fact that in almost every paper you take up you find chronicled in some of its items that a bank cashier, book keeper, clerk or professional burglar has made a raid, either quietly by night or by a thorough system, defrauded his employer or others of money, jewels or property, and they are thus by the daily and weekly newspapers blacklisted all over this great country. Now let us ask those who are so loud in condemnation of the system, if it is wrong to do this? Did you ever condemn it? No! Such transactions you say as newspaper men are legitimate news items and as citizens you are glad to read the news, and you are thus better qualified to protect your life, interests, and property. You would not desire to have such matters kept a profound secret from all, let the burglar go unhampered and free that he might steal into your house perhaps, and might even take your life if it stood between him and gain. But still you say he must not be blacklisted. Is not this very system of news gathering and publishing one of the strongest safeguards that can be thrown around the citizen in everyday life? Many and many times have the prompt publishing of facts contributed to and effected the capture of such characters before they had even an opportunity to escape.

Suppose, for instance, that the president of one of our leading lines steals money from his employers, should it be kept quiet for fear of injuring his prospects to steal from some other company? Suppose a conductor steals money from his employers, should we keep it quiet in order that he may steal again? Suppose the engineer, fireman, brakeman or any employe is a thief, must we who know it keep quiet in order that he may continue in his thieving ways? Now the question comes home to us, are we

more responsible to the wife and family of these men who have been black-listed than we are to our own? We hardly think anyone will argue that. Then we submit that a man who will steal from us will steal from you if he gets a chance, and we are to be restrained on account of his family from protecting our own families against these vultures. Now doesn't this plainly telling that a man is dismissed for stated cause do simple justice to all? We are inclined to think it does. Then we would like to ask again, why do we have state prisons, reformatories, jails and the like to punish men and women for violation of the laws of the land? But says our friend, you must not blacklist these people, you will injure their chances to obtain a living. How? Just as they always have, by stealing. We submit that the above mentioned houses of correction are a necessity, being a preventative of crime in two ways: first from fear, and second by restraining those who are so hardened that they are past fear. Now we submit that some system is just as essential to create a wholesome regard for the laws of a railroad company as the laws of the state.

It has been stated that of our standard secret societies the B. of L. E. and B. of L. F. do not believe in blacklisting and do not do it, and we simply pity the ignorance of the party who made the assertion, for anyone who has the journals of either order can turn to the part of the book where the official notices are given and they will find in every issue certain parties who are expelled and suspended for various causes. What do you call it? We call it blacklisting, and you will find upon inquiry that a blacklist is kept by every division of our railway secret societies, in which these names are recorded. These men are punished after a fair trial and are found guilty and discharged from the ranks and published as such. Why? Simply to be sure that they do not receive any of the benefits that they might have received as members in good standing. Why then should not a railroad company after due trial protect itself in the same manner. But upon examination we find that their system is not so public as ours; they notify superintendents and those having charge of employment of men that you have been dismissed for cause, not to employ you; at least this is the system as we understand it and it is peculiar that it has gained such notoriety lately, as to our certain knowledge no man who has been employed on the P. R. R. lines for ten years back could again enter the service after being once discharged except upon permission of the official who discharged him.

We have simply given in the foregoing some of our views on the system and the causes for such views. Now take our standard secret societies the

B. of L. E., B. of L. F. and O. of R. C., and they have done more to elevate the standing of railroad men and the service of the past ten years than anyone can tell. Look back ten years and compare the service at that time and now and you can just begin to realize the change. The men have done it almost wholly, and how; by the influence exerted over all their members, and when bad ones were found they were driven out and have either left the service or you will find them hanging on or revolving from one road to another working long enough to get money to go elsewhere, and these are the class as a rule that we hear the fault finding from, those who have nothing to lose themselves and are never contented unless they either have or are trying to get someone else in trouble. They are a class of men that are a disgrace to the name of railroad men, and we do not wonder that our companies blacklist them. We can remember when to be known as a railroad man debarred him from every class of respectable society by simply the acts of the class we have described. Is it the case to-day? No! and for the simple reason that this class that only think of to-day and their gratification are growing smaller every day and we hope to live to see the day when the system will be so perfect that not one will find a situation with any line of railroad.

We have just heard of an instance that shows about how the matter comes out usually. A man stands on the street corner condemning the system of blacklisting. He was approached and asked what the trouble was. He stated that he was discharged and blacklisted for breaking a drawbar in the yard. The facts as given, not by the officers of the road, were about these: He was an habitual user of liquor, had been more or less intoxicated for three or four days, came into the yard and was backing off his train, the Yard Master called his attention to the fact that he would soon strike some cars. He with an oath responded that he "didn't care." The consequence was the complete wreck of the ends of two cars, and the man was blacklisted. Who is to blame, the employe or the officer. Is there a man that is now employed in any position that would want to give employment to such a man if he knew it? We think not and submit that under the laws of this country if one man or class of men falsely accuses his fellow-man, is liable for damages, but when facts are given no recovery can be made. We certainly think that cases of this kind can be equitably settled between the agrieved parties. When the facts are brought out and both sides of the story are told we will be better able to judge and our judgment will be much more satisfactory than that based on an open abuse through the columns of any newspaper.

We claim, and always insist that the higher we can raise the standard of the service the better it will be for all classes employed in it. We do not think anyone will argue that the influence of the ignorant even in the lowest grades of labor is equal to that of intelligence in the same grade, the same man has double the influence as a gentleman that he has as a loafer and we further submit that he who in any way assists in benefiting his fellowman, society morally and intellectually is much more of a friend to the man than he who caters to his baser prejudices that he may thereby derive pecuniary gain. Reader, what would you think of a man who when business is slack would advise you to lose the salary you now have, which may be small, in order that you might satisfy that revengful spirit at some party for a real or fancied wrong. Is he your friend? If you think so follow his council, but do not condemn others for your mistakes. We are glad to see all grades in the service well paid and all enjoy prosperous times, and hope it may always be so. But we have never seen any permanent good in war between capital and labor.

THOUGHTS FOR THE CLOSING YEAR.

There are few lessons for human beings so deep and solemn as those suggested to us by the silent, steady, irrevocable march of time. The years seem to move forward as if impelled by an awful power, in the presence of which man seems utterly helpless. Over some things he feels that he has some control, but here he is under a force as immutable as God and as irresistible as fate; yet even the steady, onward progress of this silent, resistless, changeless thing, fails to make its impression on the thoughtless, busy multitude. Now and then the gathering shades of night telling that the day has gone, the recurrence of a birthday or a Christmas, announcing that a year has passed, the somber winter changes as we approach the close of the year solemnly indicating that the world and the whole generation are a year older, do arrest momentarily even the most giddy and inspire a few serious thoughts in even the busiest devotee of the world. Still earnest words ring out in our day with as solemn and forcible an applicability as ever. Whereas ye know not what shall be on the morrow. For what is life? It is even a vapor that passeth away. Then are the gain-seekers, the worldly-minded who make haste to get rich, and who in their devotion to self-interest and self-plans forget their dependence upon a Supreme Being, their indebtedness to Him and the uncertainty which overhangs their life and everything that

pertains to the future. Becoming absorbed in the pursuit of the things of the world they lose sight of the things that are unseen and eternal and concentrating their thoughts upon the interests of the present forget the interests of the vast future. Two faults are prominently apparent in the busy world-seeker: First a forgetfulness of God and His providence, and secondly a forgetfulness of himself. He fails to realize his dependence on Him who sitteth in the heavens and who ruleth on the earth, and consequently presumes on the exclusive management of his own affairs. Many, indeed, boast of this feeling of freedom and independence. They do not realize their indebtedness or appreciate their responsibility to Divine Providence, and consequently have no gratitude. As a result of this they of a necessity become covetous, selfish, bold and presuming, illiberal and concentrating their thoughts and affections and efforts upon themselves. There is no better way to make a covetous, selfish man than by enabling him to throw off all sense of dependence. It may seem a strange paradox that he who has become so supremely selfish—who has indeed defied himself, who has become through his forgetfulness his own idol, his own god, and who brings every offering, every sacrifice, every trophy of an active life to lay upon the altar of his own self-worship—should yet in this strange infatuation forget his real self. And yet it is true. There is no man who more completely forgets himself than the covetous, self-idolater, the gain-seeker and the worldling. This is not only true but it is natural, it is philosophical; it could not be otherwise. Look at it first in actual life. Take that ever busy worldling, that worshiper of sense, that devotes the day and penetrates far into the night to secure the gay pleasures of society forgetful that he lives beyond the present. Yet he has a god for he has become a god to himself. He builds a mansion in which to set up his dagon, and garnishes it with gold and marble and plate and jewels, and brings into it every day offerings of beauty, pleasure and wealth gathered from all the world. For whom are all these efforts? For himself. To whom is yielded all this worship? To himself. Who, then, will say that in the midst of all this self-seeking and self-serving he has forgotten himself? All of us will say so. All of us can see that in all this there is nothing for the real self; that these are all offerings made at the shrine of an imaginary being, provisions made for a mere creature of sense, who has eyes for beauty, ears for sound, a palate for taste and a body for sensual gratification, bringing his mighty deposits into the bank credited to the account of self and offered as a whole burnt offering on the object of his worship-self. After all this faithfulness and devotion can we say that the man, too, is for-

getful of himself? Yes. But who is this self that receives from the worldling and the world-seeker this faithful homage and devotion? Can it be that being that like a vapor that appeareth for a little while and vanishes away? Can it be that spiritual and immortal being whose true life is beyond the grave, whose true happiness springs from things spiritual and Divine, whose true treasures are the fadeless crown and the immortal joys of an eternal life? In the one case it is being made for pleasure, in the other it being for progression. True the selfish do not like to be reminded of it. They do not like to hear that that future on which they are in the habit of presuming so much is an imaginary thing, whose very existence is uncertain—merely a supposed or anticipated duration over one single moment of which they have no control. Such truths as these shake their independence, interfere with their large designs and plans which penetrate so far into that future and bring them to a remembrance of that God who alone holds in His possession and under his control that vast futurity the moments of which He deals out at His pleasure to His creatures. Let us devote a few moments at the close of each year to serious reflection. We shall in this progressive age derive great benefit from it. It is very interesting in youth to reflect upon the touching picture of the "father," that weary old form as it sits and ponders upon the days that are passed and gone never more to return. We instinctively revere "the old folks at home," our grand-father and grand-mother, once like you, the vicissitudes of time have silvered their hair and changed the round and merry faces to the worn visages. Once their hearts beat with aspirations equal to any you ever felt, once those forms stalked boldly through the gay scenes of pleasure, once, at your age they possessed the thousand thoughts that pass through your brain; but they have lived the dream nearly through. The time to awaken is at hand, yet their eyes kindle at old deeds of daring, and as they attempt to take a firmer hold of the staff, their earthly support, the light of the sun is shut out from their earthly vision and they step into that light that passeth understanding into that land far away mid the stars we are told, where they know not the sorrows of time, where the blue waters warble through valleys of gold and life is a pleasure sublime.

W. G. SEARS.

A little town in New York has a skating rink that they call "Niagara." It is supposed that they call it that because the people go there to see the "falls."

THE OLD STORY OF INSURANCE.

Having a desire to investigate and if possible ascertain the best method by which our insurance could, or might be made most efficacious, also feeling willing to adopt, or in any feeble manner, sustain the best plan as yet proposed by the different brothers who have written on this subject. I have spent two hours in again reading over the twelve first copies of the magazine and while gaining valuable hints, and much information that is really good, one cannot help but wear a smile for a few moments at the varied and perhaps incomplete methods so willingly advanced. Some propose an obligatory amendment, compelling every candidate to take out an insurance policy the moment he becomes a member or brother of the Order. At first sight this sounds loud, insures a full quota of insured members, and as far as the maxims of the Order go, fully represents one of the greatest benefits arising from one's connection with it. Yet, after careful thought and due deliberation one cannot fail to see great disadvantages even in this wholesale plan. If the O. R. C. was the only society in existence which had for its principles the great and noble objects of charity, brother love, universal help to one another and to each brother's family, then this might be looked upon as a feasible, not only feasible but a just and equitable plan whereby every member should be obligated to help both, his own family and those whom he is bound to assist by the dearest of ties known to him, and I would say the truth, this would come nearer a personal application in my own case, than perchance any other, belonging to no other society, only too glad that by the grace of God and charity of mankind, I am permitted to sin in any good society, and although being insured in others which have for their object only the advantage of insurance. Still on the other hand, glance for a moment at the large number of members of our Order, many of them who belonged to one, two, three, perhaps four other organizations which stand to-day and have for years stood on a firm and enduring basis, even before this Order was safely lifted out of the mud and mire in which it had fallen, and remember these societies offer good insurance benefits and the ties that bind the members together are just as sacred to many of them, and for ought I know, to all, as those that are furnished by this order and in the different organizations to which they have pledged themselves. They are to-day carrying all, yea, I fear in many cases more than they feel or are able to carry, and one must certainly see the fallacy of compulsion in this matter. If all their insurance

was being carried in companies which have no connection with any fraternal society the case would be far different. These could be dropped and ours substituted. But thank God there are others, many of them worthy societies, who, to-day are performing the best mission of earth, caring for those who are needy and holding in trust a beneficiary fund for the wives and children left alone in a cold and dreary life. Now kind reader do not misconstrue our meaning and charge us with writing a puff for other societies in preference to this, as we said we belong to no other; but to any intelligent mind, and we write with the understanding and belief that every member of this Order is intelligent. These are not visionary dreams of our wandering mind, but earnest, truthful facts which should be given the attention they need, even in the division to which we belong. There are many members who are insured in these other societies, and some of them also in the O. R. C., even our G. C. C. and some of our chief conductors, and perhaps now and then a worthy member is in patient waiting for an initiation from one more good organization to unite with. (one more world to conquer). And now having given a feeble reason against compulsory insurance you will naturally ask what can be done to advance any, or the present kind. Under the proposition that the present will be successful, we will merely state how, with but little exertion, it can and will be a perfect success, or as near as any can be. Every member of any organization which has for its motto the best interests of its brethren, and this applies to none more fully than to the Order of Railway Conductors, in their zeal and love for the cause are too apt to be agitating and inventing some new project before the old one has been thoroughly tested, and in either case too apt to spread themselves all over the whole congregation, and all their gigantic efforts are swallowed up and lost in the crowd and not one person insured. Now brother see to it first that you are insured, pick up some one brother who is not, stick to him, stay by him all day, stay all night, no matter if he declares you a nuisance he will finally give you \$2.50 to get rid of you, but the work will be accomplished, and if every brother would do this there would be no necessity of the G. C. C. ever issuing one more circular respecting the need of more earnest effort in this direction. Work heartily and earnestly among all, especially the new members who are not at all, or perhaps well insured, and the object is attained. Make it a home duty in your own divisions and in one year take a glance and see what is the result of the present problem.

E. H. BELKNAP.

OIL CITY, Penn., January 8, 1885.

C. W. WHEATON,—*Dear Sir and Brother.*—On January 1st with the assistance of R. W. Olmstead of Division No. 20; J. Van Bleck, J. Vanepps, A. Warren, C. Snap, Henderson Orr, M. Clark, A. D. Belknap, and C. Jenkins of Division No. 73; E. B. Hunt, J. Decker, W. H. Frisby, C. Hodge, F. Jones, H. C. Richardson, J. Hill, F. Likens, T. B. Hewitt, J. H. Baxter, T. Stillman, Jos. York, and J. Boynton of Division No. 32; F. P. Scouder, E. P. Pierson, of Division No. 2; G. Y. Bunnell of Division No. 19, and Brother L. C. Demary, we organized Division No. 163 at Oil City, Penn., with the following charter members: J. M. Richards, R. Fulton, Jos. Edwards, Jas. Shaughnesy, Jno. Walsh, S. E. Stone, W. C. Downing, N. Midgaugh, A. W. Dickinson, J. C. Holmes, Jno. Burns, M. Liddy, T. W. Evans, S. Church, E. C. Burr and R. E. Gifford.

A special meeting of the Grand Division was called with the following charter members present, who having satisfactorily answered the usual questions, were obligated in the first and second degrees, and duly instructed: Jas. Shaughnesy, Jno. Walsh, W. C. Downing, A. W. Dickinson, J. M. Richards, Jas. Edwards, S. F. Stone, Robt. Fulton, T. W. Evans, S. Church, M. Liddy. Meeting was opened in regular order with the following brothers in the chairs: R. W. Olmsted, C. C.; Jno. Van Bleck, A. C. C.; E. B. Hunt, S. and T.; W. H. Frisby, S. C.; Jno. Vanepps, J. C.; T. B. Hewitt, I. S.; Henderson Orr, O. S. The work was then exemplified on brothers Shaughnesy and Downing in the first and second degrees, after which a recess of one hour was taken for dinner.

Business was resumed at 2 P. M. to complete the organization, the election of officers resulting as follows: J. M. Richards, C. C.; S. Church, A. C. C.; T. W. Evans, S. and T.; J. Edwards, S. C.; Robt. Fulton, J. C.; Jno. Walsh, I. S.; W. C. Downing, O. S.; T. W. Evans, correspondent for the CONDUCTOR'S MONTHLY. The new officers were then duly installed with brother E. B. Hunt as installing officer and J. Vanepps as marshal.

Oil City Division No. 163 meets the first Sunday in each month in G. A. R. hall at 10 A. M. The outlook for the division is very bright; several members are subscribers for the MONTHLY, others will join the Insurance department soon. We are under obligations to our superior officers, the assisting divisions, and the proprietor of the hotel at which we stopped, for the many kind favors during our visit in Oil City. God bless every member of our good Order! May it five long and flourish!

Yours truly in P. F.

ROBERT BYCRAFT,
Deputy G. C. C., O. R. C.

Ashtabula, Ohio.

Railroad Rumbblings.

—Mr. C. W. Holdrege, assistant general manager of the Burlington & Missouri River road has issued circulars making a standing offer of \$1,000 for the arrest and conviction of any party or parties attempting to wreck a train by placing obstructions on the track or otherwise. Several attempts have recently been made to wreck the Cannon Ball train near Hubbell, Neb., and this offer is made with a view to breaking the gang which is operating at that point.

—The Japanese are very precise and correct, as a rule, in their pronunciation of English, as they learn more or less like parrots. One day a man went into the Hiogo telegraph office with a message to be sent to Osaka. The polite Jap took it from him, looked blandly over it and then said: "You—cannot—send—this—message—to-day?" "Why?" "The—gentleman—who—takes—charge—of—the—telegraph—office—is—drunk." "Indeed? Is he often taken like that?" "He—is—very—frequently—drunk." "Well, what am I to do?" "If—you—will—leave—your—address—I—will—send—and—tell—you—when—he—is—sober."—*San Francisco Chronicle*.

—"Yes," the old ticket seller continued: "One day an old man came up to the counter with an infirmity of purpose apparent. He looked like a 50-year-old sinner glossed over with twenty years of plenty. 'Cap, I want you to do me a favor,' he said: 'It's nineteen years since I beat a conductor on the Madison road out of the fare from Seymour to Indianapolis. I was to have paid him when we got into this depot (it's the same one I see) but Old Nick got into me and I jumped off at the freight depot, and shortly afterwards I went to Missouri. 'Tisn't often a man gets religion out there, but when he does it fetches him to right brisk. I jined a Methodist meetin' house 'long 'bout '70, and ever since then that stolen ride on the Madison road has been a lump of fire on my conscience. This is the first time I've ever been back here, and I want to pay you that fare with interest,' and the grizzly old fellow put down \$4.60. The fare was \$2.35 then: (It is only 31.75 now.) I never saw money paid out so cheerfully. I enclosed the money in an envelope and forwarded it to an official of the company, with an explanatory note. The latter never acknowledged the receipt of the same, and I very much doubt whether the stockholders received increased dividends therefrom; but still the old man's conscience was easy."—*Indianapolis News*.

—The report of the commissioner of labor statistics for Missouri shows that there are 17,486 railroad employes in that state whose yearly earnings average as follows: General officers, \$4,524; assistant and division superintendents, \$2,400; civil engineers, \$1,884; master mechanics, \$3,000; masters of transportation, roadmasters and bridge foremen, \$1,440; clerks, \$732; machinists, \$810; passenger conductors, \$1,056; freight conductors, \$1,080; passenger engineers, \$1,080; firemen, 660; wipers, \$432; baggagemen, \$600; brakemen, \$684; station agents not telegraph operators, \$684; station agents also telegraph operators, \$684; telegraph operators not station agents, \$660; carpenters, \$780; section foremen, \$507; section men, \$607; laborers, \$343.20; switchmen and watchmen, \$480; bridge tenders and pumpers, \$420, and other employes, \$592.

—NEW YORK, LAKE ERIE & WESTERN.—This company did not pay the interest on its car-trust bonds due January 1. The bonds on which the interest was then due were those of the Car Trust of New York, No. 2, series G. By the terms of the trust, holders of certificates can take no action until thirty days after default. A committee representing the Philadelphia holders are negotiating with the directors of the company. It is understood that they will not accept the agreement which does not provide for the payment of 6 per cent. interest on the face of the certificate. The proposal made was to fund series C, D, E, F, and G into 35-year bonds, with a sinking fund provision beginning after five years. The bonds exchanged for the older car trust series are to bear 4 per cent. interest, some of the others $3\frac{1}{2}$ per cent. for the newer series.

—PASS AGREEMENT.—A new agreement to restrict the issue of free passes, taking effect January 1. has been concluded between the Atchison, Topeka & Santa Fe, the Alton, the Burlington, the St. Paul, the Northwestern and its controlled lines, the Rock Island, the Hannibal & St. Joseph, the Minneapolis & St. Louis, the Missouri Pacific, the Union Pacific, the Wabash and the Wisconsin Central. The agreement forbids the issue of free passes for the purpose of influencing freight business. It permits the issue of special tickets for drovers in charge of live stock, for parties in charge of rolling stock and emigrant movables, also for men in charge of such freight as requires fire in the cars to prevent its injury by frost. It also permits the issue of 1,000 mile tickets at not less than 2 cents per mile—excepting that in the state of Kansas the rate must be 3 cents per mile. Fines are provided as penalties for breaking the agreement, and complaints against the company are to be heard by an arbitrator. This is substantially the pass agreement

which has been adopted every year for several years past and has been regularly broken by the companies which make it, almost as soon as it is signed. Whether the agreement of the present year will hold any better than preceding ones remains to be seen.—*Railroad Gazette*.

—A TRACK MAINTENANCE QUESTION.—A correspondent who is foreman of six miles of track on a railroad running north and south in Indiana, writes us asking an explanation regarding a case of track maintenance. He finds that the track wears more on the west than on the east side, and believing that no effect can be without a cause, he appeals to us to find out the cause of the phenomenon. We have seen this question discussed before in a somewhat pretentious way, and the explanation given was that unequal wear of track was due to the influence which the rotation of the earth has upon a moving train. If our Indiana trackman will note the prevailing winds, we think he will find that they are from the east during the period when the road-bed is softest and most susceptible to destructive agencies. The easterly wind pressing on the sides of trains pushes the cars heavily upon the western rail and so causes the extra wear noticed.—*American Machinist*.

—A correspondent in Newnan, Ga., writes: "Yesterday a very singular accident happened to the south bound express from Atlanta. In rounding a curve about six miles from the city the track and switch slipped four inches just as the engine had passed over on the main line; the tender turned half round, sliding down a sidetrack, the express car and one coach following, went onto a third track. How the train got on to these different tracks nobody was able to tell. It was traveling at the rate of twenty-five miles an hour. There is no doubt but it would have been a disastrous affair had it not been for the automatic air brake, which, when the engine broke loose, put on the pressure and checked the train so nicely that the shock was scarcely felt by the passengers. But for this, the indications are that the whole train would have been badly wrecked. Fortunately, nobody was seriously injured, although the train was crowded with passengers. Scarcely six months ago two miles from the scene of this accident, a very serious collision was avoided only through the efficiency of the air brake. As it was, the engines instead of the passengers took all the bruises."—*American Machinist*.

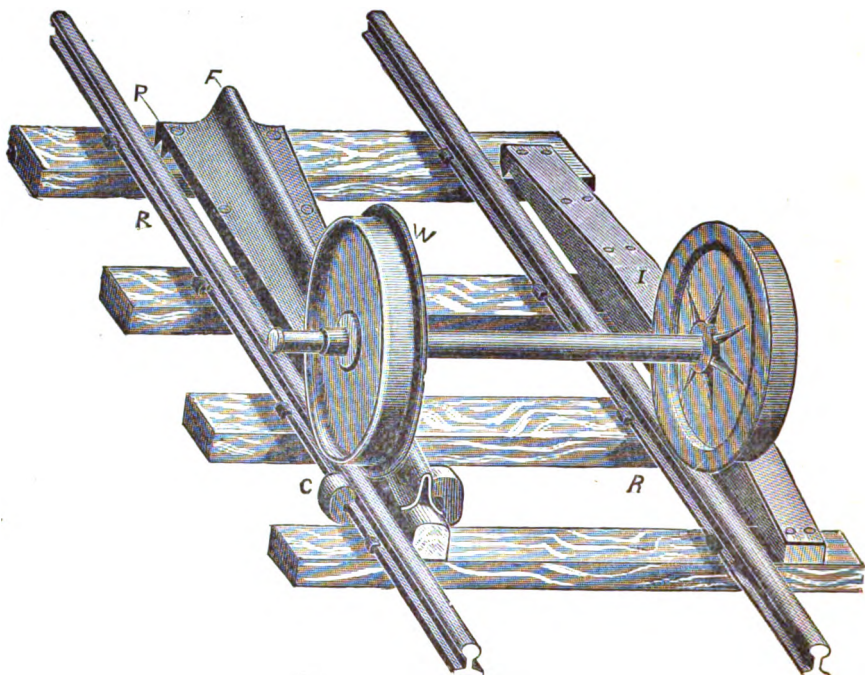
—S. V. Ryland, superintendent of the construction of the Cantilever Bridge of the Michigan Central Railroad over the Niagara river, concluded his first annual inspection of the structure on Monday last. December 20, 1883, the bridge was opened for business, and it has been in constant use

ever since, an average of 500 cars a day having passed over it since that time. Mr. Ryland devoted four days to the examination, and was assisted in part of the work by Engineer Betts, one of the acting engineers during the construction. Every part of the bridge was inspected from tower piers to the anchor abutments, and Mr. Ryland reports that not the slightest variation in the structure has taken place since its completion one year ago. Mr. Ryland was surprised at this, as in so large a structure it was to have been expected that its continual use would have caused some extra strain somewhere, but there was not enough to be observed by the closest inspection. Although Mr. Ryland brought instruments with him for that purpose not one was taken on or used about the bridge. This remarkable result shows that the Cantilever bridge was not only the most rapidly constructed of its weight in the world, but the best.—*Suspension Bridge Journal*.

—The Order of Railway Conductors was founded in 1867, and is to-day second to no railway organization in strength of influence. It is an organization originated and managed by railway conductors in their own interest, so organized as to throw the strongest safeguard around a conductor in his daily business, and when the dark days of trouble come they extend to him a hand and behind it the presence of six thousand bodies all ready and willing to help a brother who is in trouble. It is to the interest of every railroad conductor to become a member. They are endorsed by all companies who know them. They are, unlike the Brotherhood of Engineers, a non-striking order, believing always that gentlemen should meet gentlemen on equal grounds, and settle all differences as become gentlemen only. Thus they desire to raise the standard of the service by making the men sober, honest and upright. They teach all to regard the sacred ties of family relations, and throw around all a protecting arm. The use of intoxicating liquors is discouraged, and no habitual user can gain admission. The members are not allowed to engage in the sale or traffic of it at any time; in a word they desire to make all conductors better men socially and morally, and consequently more reliable railway conductors. A man of good moral character who has run twelve consecutive months (one year) on one road as conductor, and is at the time of application in active service as such, is entitled to admission, and further, a man who has run five years as a conductor, and is still in the service of a railway company, may join. The fee for full charter and supplies is \$55. In addition they have an insurance connected with the Order, which is optional to join. It is founded on the Mutual Assessment plan, assessments of only \$1 each. The limit of the premium paid is \$2,000,

either on account or disability, the loss of eyesight, a hand, foot or limb, or other causes that will disable.—*Times*.

—We call attention of all to the Palmerton wrecking frog, patented May 13, 1884. The general agent is Brother E. B. Whitcomb, No. 3, Chamber of Commerce, Indianapolis, Ind. No railway is properly equipped without a full supply.



The frog is held by a clamp C, which passes *under* the rail, and also by the teeth P, which bite into the tie. The flange of the wheel of the derailed locomotive or car comes on the frog between the central rib F and the rail, and as it is drawn forward is *at once* gradually lifted and forced over so that the tread takes the rail. They are easily handled, and *can be placed in position by one man in one minute*.

—THE DESPOT OF THE SLEEPING CAR.—“Brush you off, sir?” “Thank you, I brushed myself off a moment ago.” “There’s a lot of dust on the back of your coat yet, sir.” If you still demur, he takes your hat and gives it a most vigorous dusting off, gradually leading you off into the dread ante-chamber. Then he lays on Macduff. He dusts you off with energy and precision. He puffs and pants over it, and exerts himself very visibly. Then he stands expectant, and draws his hand across his heated brow as if he

rarely encountered so rough a job. It's seldom that a man is so hardened as to pass that stage without his hand automatically seeking the quarter that lies dormant in his pants pocket; but grant for the sake of argument that there is a man who could calmly say: "Thank you," and take his crimson seat in the car again. The next stage is after this fashion: The porter walks up and down the aisle, and stops before you, saying: "Did I brush you off, sir?" "You did." "Ahem. I hope you're satisfied, sir?" "Perfectly satisfied." A pause. "I'm glad you're satisfied, sir." Another pause, during which you feel that the eyes of all the passengers are on you, and that you are becoming unpleasantly conspicuous. "Were your boots blackened to suit you, sir?" "They were well blackened." "You see, some likes one kind of blacking and some another. I generally give satisfaction, sir; least, I never see no gentleman complain." If you make no move at this the final catastrophe occurs. The highwayman drops all politeness as thrown away on such a boor, thrusts his hand before you while he holds the whisk under his left arm, and demands: "Quarter, please." Then he gets his quarter.—*Detroit Free Press.*

—The third annual hop of Sylvania Division No. 23, O. of R. C., of this place, held in Harder's hall on New Year's Eve, proved to be a very pleasant affair. There was a larger attendance than ever before known at a ball in Catawissa, and everybody being in a good humor tended to make the evening enjoyable. At first there was some delay, the hall being a new one and occupied for the first time, required considerable arranging in order to utilize as much space as possible for the dancers and spectators, but after the lights had been properly placed and dancing begun, there was no let up to the enjoyment. The walls being yet damp caused some discomfort, but as the evening progressed the heaters on the floor beneath furnished all the warmth necessary. The grand march was managed very successfully by Mr. John Gilbert and his sister Miss Nan, while the quadrilles were looked after by Mr. R. M. Graham, the efficient conductor, though laboring at a disadvantage—the hall being very large and the ceiling rather low. The different committees saw that nothing was left undone that would add to the comfort of their guests, and the orchestra under the leadership of Prof. Reitmeyer faithfully performed their part of the program. About 12 o'clock the company partook of an oyster supper, served on the floor beneath the hall by Caterer Jas. R. Bibby, after which dancing was resumed and continued until about 3 A. M., when the affair came to a close. The division has every reason to feel proud of its "Third Annual," and of the fact that they are

the only organization in this vicinity who can give, as we heard one gentleman express himself, "a dollar hop for fifty cents." May their "Fourth Annual" be even more successful. We would not be doing the committee of arrangements justice were we to close without saying a word about decorations, consisting of evergreens, flags, bunting, etc., which presented a handsome appearance and showed that a great deal of time and labor had been expended in their preparation and arrangement.

—Chicago Tribune, dated December 26, says: The grievance committee of the Brotherhood of Locomotive Engineers and Chief Engineer Arthur had a consultation yesterday with Vice-President Hoxie of the Missouri Pacific and other officers of the road, and the result of the conference was not made known until late to-night. The threatened strike has been averted by the following agreement, which has been signed by all parties. Subjoined is a synopsis of the agreement, which is accepted in behalf of the engineers of the Missouri Pacific, Iron Mountain, Missouri, Kansas & Texas, Texas & Pacific, and the whole Gould system by J. H. Fitzgerald, chairman of the committee: In case an engineer believes he has been unjustly discharged, and will make a written statement of his case and properly submit it to the proper officers, he shall have a fair and impartial trial, and if proved innocent shall be reinstated and allowed half of the time he has lost by reason of such discharge, the matter to receive prompt attention and not unnecessarily be delayed. All freight engineers to be paid 4 cents per mile, 100 miles or less to constitute a day's work. All over 100 miles to be paid at the rate of 35 cents per hour. The pay of an engineer on short runs, being fixed at the rate of \$3.50 per day, is accepted with the understanding that there must be an agreement between the master mechanic and the men on the runs, so that where a man runs part in morning, part in the afternoon, and part in the evening, it will not be constructed as making two days in one. The wages of engineers on construction trains, \$3.50 per day of twelve hours instead of ten; all over twelve hours to be paid for at the rate of 35 cents per hour. Instead of allowing overtime on freight runs at 40 cents per hour and on passenger runs at 35 cents per hour, the rate on both freight and passenger is made 35 cents per hour, less the first two hour's delay. If a man is less than two hours delayed he is to receive nothing for it, but if over two hours then he is to be allowed for all the delay over schedule-time, including the first two hours. Switch engineers to receive \$80 per month instead of \$85. Engineers of pushers to receive \$90 per month instead of \$95. No engineer to be called for duty until one hour before leaving time of

his train; in case he fails or refuses to respond when called he is to be fined the same rate per hour he receives for extra time; or be dismissed from the service; the caller to have a book in which the engineers must register their names and hour when called; twelve hours to constitute a day's work for an engineer on switch or pusher engines, all time after that to be paid pro-rata.

—ACCOMMODATING CONDUCTORS.—The story of the conductor who, in the early days of railroading, stopped his train to allow the passengers to pick huckleberries, is paralleled by an occurrence at Cleveland Saturday morning. The Henry Irving company started for Detroit. Mr. Stephen Coleridge, son of the Lord Chief Justice of England, in waving them adieu, fell over a platform truck and thus engaged all their attention and sympathy. Suddenly Miss Ellen Terry discovered that her pet dog was left behind. In a moment all was excitement. The engineer and conductor held a consultation, the outcome of which was that the train was run back to Cleveland and the dog put aboard. The distinguished foreigners then made another start, arriving at Detroit a little late. But even this conductor must acknowledge himself outdone by one in Georgia. Mr. Ward Holt, conductor on the Southwestern road, being aware that Miss Georgia Larramore, of Americus, whom he would have gladly won, was to marry a prominent Macon merchant in a day or two, stepped over to the hotel veranda, where she was standing with a letter in her hand, and congratulating her. Holding up the letter, she said: "Do you see this? It is a request for a postponement, which I have granted." "Why," replied the conductor, whose train was now ready to leave. "I would not have agreed to that; do not postpone a wedding. If he is not ready, I am, and you know I love you; will you marry me?" She dropped her head, dropped her eyes and the next moment raised them to his, and although filled with tears the answer was plain. The conductor delayed his train for five minutes, procured his license from an ordinary who was within call, and in less time than it takes to tell it the two were made one, when the conductor, kissing his wife, pulled out with his train, having first telegraphed to Macon for a conductor to meet him midway. The relief arrived at the place designated, Mr. Holt returned to the arms of his bride, while the bride's letter of postponement to her jilted lover, by the kindness of the postmaster, was withdrawn from the mails.—*Boston Advertiser*.

—The following is our statement of the new mileage added in the different states and territories, arranged by what may be called the nine natural geographical sub-divisions of the country. It should be understood that these

figures show main line only, and do not include side tracks, or second tracks, of which many miles have been laid. The intention also is to report only the mileage actually laid down since January 1, 1884, and hence we have thrown out a considerable number of miles officially reported to us as built during the past year, but on which we know the rails to have been laid in 1883 and which was included in the report for that year.

TRACK LAID DURING THE YEAR 1884.

States.	No. lines	Miles.	States.	No. lines	Miles.
NEW ENGLAND STATES.			Tennessee.....	6	72
Maine.....	3	41	Kentucky.....	5	40
New Hampshire.....	.	..	MISSOURI BELT.		
Vermont.....	1	4	Minnesota.....	10	279
Massachusetts.....	3	19	Iowa.....	11	279
Rhode Island.....	.	..	Missouri.....	7	118
Connecticut.....	1	11	Arkansas.....	4	32
EASTERN MIDDLE STATES.			Louisiana.....	4	120
New York.....	1	20	KANSAS BELT.		
New Jersey.....	4	19	Eakota.....	5	269
Pennsylvania.....	14	252	Nebraska.....	7	79
Delaware.....	2	24	Kansas.....	6	160
Maryland & D. C.....	3	17	Indian Territory.....	.	..
MIDDLE WESTERN STATES.			Texas.....	4	72
West Virginia.....	4	70	COLORADO BELT.		
Ohio.....	5	105	Colorado.....	2	34
Indiana.....	3	29	Montana.....	1	9
Michigan.....	4	96	New Mexico.....	2	48
Illinois.....	3	40	Utah.....	2	7
Wisconsin.....	6	224	Wyoming.....	.	.
SOUTHERN STATES.			PACIFIC BELT.		
Virginia.....	8	118	California.....	5	66
North Carolina.....	5	184	Nevada.....	.	..
South Carolina.....	1	7	Oregon.....	5	218
Georgia.....	8	111	Arizona.....	1	5
Florida.....	8	158	Idaho.....	2	39
Alabama.....	6	74	Washington Territory..	1	62
Mississippi.....	3	246			

RECAPITULATION.

	No. lines	Miles
New England States.....	8	75
Eastern Middle States.....	24	332
Middle Western States.....	25	564
Southern States (east of Mississippi river).....	50	1,003
Missouri Belt.....	36	828
Kansas Belt.....	22	580
Colorado Belt.....	7	98
Pacific Belt.....	14	390

Total in 42 (of the 47) States and Territories..... 186 3,870

It will be seen that the railway mileage was increased during the year in every state except the little, finished commonwealths of New Hampshire

and Rhode Island, and the inhospitable mountain land of Nevada, and in every territory except the Indian country, which is still strangely sealed by legislation against the inroads of civilization, and Wyoming; whose mountain wastes offer few inducements to the railway builder. The states and territories showing the greatest addition to their mileage are Iowa and Minnesota, each 279 miles, Dakota 269, Pennsylvania 252, Mississippi 246, Wisconsin 224, and Oregon 218. In the others the increase runs from 4 to 160 miles. The number of lines reported is 186, against 257 last year, and the average extension is only a little over 20 miles to each road. A detailed statement, by roads, will be given hereafter. The following table, in which we use the corrected figures of Poor's Manual for the years previous to 1884, shows the

COMPARATIVE RAILWAY MILEAGE FOR TEN YEARS.

Year.	Miles built.	Total mileage.	Year.	Miles built.	Total mileage
1875.....	1,712	74,096	1880.....	7,174	98,454
1876.....	2,712	76,808	1881.....	9,789	103,242
1877.....	2,281	79,089	1882.....	11,596	114,838
1878.....	2,687	81,776	1883.....	6,870	121,592
1879.....	4,721	86,497	1884.....	3,870	125,462

It will be seen that in the last ten years our railway mileage has increased more than 51,000 miles, or nearly 70 per cent., and that the total mileage in the United States is now, in round numbers, 125,500 miles. This is an immense and magnificent system, but every coming year will add thousands of miles more, until these figures shall have been, at least doubled. With a country so vast and rapidly growing as ours, none can set bounds to the possibility of our railway extension.

—The third annual banquet and ball of the Order of Railway Conductors, Des Moines Division No. 38, occurred at Our Circle rooms last Tuesday night, the 30th inst. Despite almost the worst weather imaginable there was a very flattering attendance, which overcrowded the ball room, and two or three times filled the banquet tables. The receipts are said to have been over \$200 at \$1 admission and 75 cents a plate for supper. The weather was extremely boisterous with wind and snow, no doubt keeping many away who would otherwise have attended. The weather last year was just as bad, coincidentally. Conductor George Bull of the Diagonal was door-keeper, and Chief Conductor O. O. Winters of the Boone Line, master of ceremonies on the floor, aided by Messrs. O. S. Ward, G. C. Phillips, H. P. Johnson and H. P. Wood. The Northwestern orchestra presided and the floor was continually crowded with dancers. What the vast assemblage

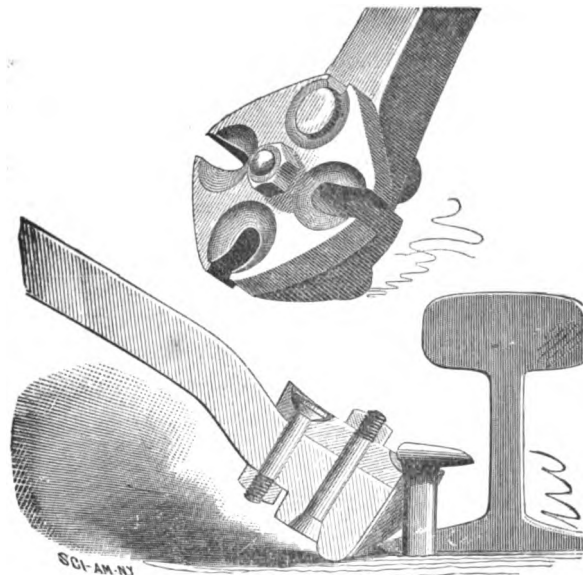
lacked in fashion and formality was more than equaled in the unfeigned good cheer and cordiality which illuminated every face. None of the gentlemen donned full dress suits, but the ladies wore a variety of handsome evening costumes. One or two of the boys were perfectly at home in colored flannel shirts and flashing ties. Conductor L. R. Carver, the great organizer of divisions of the Order, was present for the first time since the annuals were inaugurated, having been sick at the first one and absent last year. He officiated as toastmaster, and seeing to it that everybody had a large time. Poor Chief Conductor A. W. Payton, who officiated as floor manager at the last year's banquet, was missed at this one, as last week he was carried to his last home. Toasts were intelligently and humorously responded to by Judge Josiah Given, whose sons have proven such royal conductors, and by Supt. C. F. Meek, of the Wabash. The banquet was supplied by Willis & Fuller and the spread was sumptuously fit for the large hearted railway noblemen and their ladies. No decorations were attempted. The parlor and smoking room were popular between dances and for the wearied. Among the dancers and spectators were many strangers from the neighboring divisions and a plentiful sprinkling of our townspeople, who bought freely of the tickets, showing their appreciation of the "broad handed charity" of the Order and their esteem for the conductors as citizens. None of the Grand Division Conductors were present with the exception of Grand Junior Conductor W. W. Flack, of Hannibal, Mo., a Wabash man, running between the Mississippi and Jacksonville. He proved to be a very intelligent and pleasant gentleman, and was accompanied by his accomplished lady. Among the other guests were Major Morris and two ladies from Muchachinok, Ia., Mr. and Mrs. A. K. Brown and Mr. and Mrs. T. Riley of Newton, Mrs. M. E. Brown of Pella, Mr. and Mrs. McCune of Shelby, and Miss Rose of Harlan, and Mr. J. A. Platt and ladies of Stuart, besides numerous others. When the quadrilles were called and all was ready the floor master's signal to the orchestra was characteristically "All Aboard!" Judge Given whirled through one of the quadrilles and was as nimble as a youth of eighteen summers. It is impossible to give a list of the attendance.—*Times*.

—THE COST OF REAR COLLISIONS.—Mr. Archimedes Stephenson Watts protests in the *Railroad Gazette* of January 2, against our estimates of the cost of these disasters in the month of October; and, we suspect with an obscured satire, suggests that we procure accurate statistics from those who are suffering from them, or that we shall station reporters to give us estimates approaching accuracy. We believe it might prove a valuable service

to the railroads if they were to furnish accurate accounts of the cost of these occurrences, not necessarily for detailed publication; until such authoritative statements are obtainable, we shall maintain that our rude estimates are not far from a just average, although rather under than above it. Besides, it really does not matter much in the argument, whether the cost of equipping all the roads with starting signals, or semaphores, would be recovered in thirty months, as we have estimated, or in a longer period; the advantages to be derived from putting an end to these constantly recurring rear collisions would be considerable enough, even though our estimate prove too high. We are confident, however, that it is, on the contrary, too low, taking the year through, or one year with another. For instance, our account of "Train Accidents in November" enumerates fifteen *tail-enders* out of thirty rear collisions, whereas we had seventeen out of twenty-nine in October, but there were five persons killed and eighty-five cars destroyed, against four persons killed and eighty-two cars destroyed in October; so that taking the figures used in our estimate for October, the average cost of each accident would be something over \$4,000, instead of \$3,530, as we had estimated for the first month. There was a time when these occurrences were regarded somewhat as a matter of course by an indulgent public; perhaps sympathy with the flagman had a good deal to do with this feeling; it was felt that men when called upon to flag following trains must sometimes fail; and upon the supposition that there was no better mode of controlling the trains, the railroads escaped condemnation. Many a capable railroad manager could then testify that he knew of no better way; he had never known of any other having been tried. He would not now be in a similar state of knowledge if called into court; he would probably be compelled reluctantly to admit that only the unwillingness of his company to make the necessary expenditure had led him to do without signals so long. It is certainly worthy of consideration by railroad companies whether they can with impunity continue to destroy property and, as we see monthly, human lives, in collisions which are clearly preventable by simple means, as has been abundantly shown by the experience of several of our best American railroads. There are instances of rear collisions upon roads which have signals in use, but they do not occur when the signals have been judiciously located, properly used and promptly obeyed; they only make it plain how much is effected by the use of signals in the immense multitude of instances when they are rightly used and heeded. It does not require demonstration that if an interval of distance, say three or five miles long, is maintained between

trains, they cannot possibly collide; and such an interval may be maintained in the most positive manner by the use of the telegraph and signals; and, as we have shown, for an insignificant addition to the expenses.—*Railway Age*.

—We present our readers and particularly those in railroad service, a cut of a new claw bar patented by Mr. J. L. Hardwick of Cedar Rapids, Ia., master builder of the B., C. R. & N. R'y. It is undoubtedly the best bar in use on any of our lines.



The square face-plate of hardened steel has its corners bent upwards, rounded and recessed to form claws for receiving the body and head of a spike; the under side is slightly convex to fit snugly upon the curved upper side of the bar, to which it is united by means of a pivot bolt and nut. The bar is formed substantially the same as an ordinary claw bar for drawing railroad spikes, with a recess in the end for the body of the spike. Through the bar, directly in the rear of the pivot bolt, is a hole, through which is passed a bolt whose head rests in one of the claw recesses of the face-plate; the under side of the bar is rabbeted to form a bearing for the nut. If the claws which are in use should break, by removing the rear bolt another pair of jaws may be brought over the recess in the bar. The recesses of the face-plate may be of different widths to adapt the bar to spikes of different sizes. It is evident that this claw bar will wear four times as long as the ordinary bar, and by renewing the worn-out plate can be quickly refitted for use and as the plate can be more nicely finished and better tempered than the end of the common bar, still greater durability is insured.

ONLY A TEA-KETTLE.

Written for the MONTHLY.

An old iron tea-kettle—common enough,
Sat boiling away on a stove one day,
While white wreaths of steam with a puff, puff, puff,
Come out of its nozzle and floated away.

A student, with lank and weary face
Was conning his daily lesson o'er,
When the lid of the tea-kettle jumped from its place
And fell with a bang on the bare oak floor.

What's that! and the student arose from his place
On a three-legged stool, by his "tallow dip;"
With a look of alarm on his handsome face
And a nervous twitch of the upper lip,

Ha, ha! I thought 'twas a spook, quoth he,
As he picked up the lid with a knowing look;
There is more in nature, I can plainly see,
Than is found 'tween the backs of a musty book.

He put the lid back on the old tea-kettle,
Then sat himself down on his stool to think;
This *mystery* I'll strive to settle,
Before I arise, eat, sleep, or drink.

Long years have gone by since he sat himself down,
To solve the problem which before him lay;
And in almost every village or town
The scream of that kettle is heard to-day.

And millions of men are eating the bread,
Earned by the sweat of that toiling brain,
That solved the problem, then wisely said,
"If it jumped off *once* it can do it again."

Thus ever in life all great things lay,
Just under the surface, out of sight.
While the greatest of men, but yesterday
Were children, learning to read and write.

And Fulton the boy, or Fulton the man,
Has left a motto for you and for me,
"If it jumped off once, it can do it again,"
Should ne'r be forgot by the O. R. C.

CHICAGO, January 18, 1885.

FRUIT.

Yard Masters' Department.

TO THE YARDMASTERS OF THE UNITED STATES AND CANADA:

GENTLEMEN:—Desiring to bring to your consideration the Yardmasters Mutual Benefit Association, I take this method of informing you of a few of the benefits derived from membership in the association.

Our Association is a mutual benefit association. First: By levying an assessment of one dollar (\$1.00) on each member, the total amount raised from the assessment is paid to the dependents or friends of a deceased or disabled member. Second: Bringing yardmasters together from all parts of the United States and Canada and discussing those things that pertain to the performance of our duties as yardmaster. Our assessments have been few and far between, having received our last assessment July 2, 1884. Three (3) years ago our Association numbered 402 members, our last report showed a total membership of over 1,300 members.

In the East, where our Association was comparatively unknown a few years ago, it now has divisions in all the principal railroad centers.

I cannot, in a short letter, enumerate the benefits to be derived from membership in our association, but any information in that regard will be cheerfully furnished by addressing Jos. Sanger, secretary and treasurer, Indianapolis, Ind., or the undersigned.

Our increase in members in the last few years has been very gratifying and it is with the hope that the next few years will see even a larger per cent. of increase in members that I write this letter to the yardmasters of the United States and Canada.

Our next annual convention will be held in Philadelphia commencing June 9, 1885, each division is represented by delegates, the business of the convention is transacted by the delegates in open convention. Visiting yardmasters will be made welcome.

Truly yours,

J. C. CAMPBELL,

DERRY STATION, January 19, 1885.

President Y. M. M. B. A.

—Mr. A. W. Bell, secretary and treasurer of Itaska Division No. 21, Y. M. B. A., received a present of an elegant seal skin cap from the members of his division on New Years Day. It was greatly appreciated by the recipient.

—We are pleased to note that we have added 330 members thus far this year against 208 in a corresponding period last year, and Grand Secretary Sanger informs me that he has good prospects of making it 500 by June.

—Colonel G. J. Johnson, yardmaster at La Crosse for the Chicago, Milwaukee & St. Paul railway, furnishes the following statement of business done in his department from January 1, 1884, to December 31, 1884.

Number of cars received from all divisions, switched and made up into trains and forwarded to all divisions. Through business.

January.....	15,647	July.....	20,820
February.....	14,991	August.....	21,460
March.....	14,908	September.....	22,736
April.....	25,904	October.....	24,758
May.....	24,887	November.....	31,447
June.....	24,884	December.....	34,521
Total.....		280,972	

This does not include local business, switching for the La Crosse station, placing cars for elevators, mills, lumber yards, freight houses, coal sheds, Onalaska short line, etc. For this business the figures are as follows:

Monthly average of cars unloaded at this station.....	1,655
Monthly average of cars loaded.....	1,850
Total number of cars unloaded during the year.....	19,860
Total number loaded.....	22,200

One important item of the through business was 2,500 cars of Montana live stock, and about 1,200 cars from the different stations. The passenger business has been good during the year. Figuring the four through trains at fifty passengers each this would make the number through daily 200, a fair average of the through passenger business passing through La Crosse between Minneapolis and St Paul and Chicago. The Southern Minnesota, Dubuque, La Crosse and River divisions bring in and take out a large number of passengers daily, which is not included in through business.

—“Samuel,” said she, as she suddenly looked up from her knitting, “what is this ’ere railroad war I see referred to in the papers?” “They’ve bin cuttin’ down rates, Hanner,” he replied. “What for?” “Why, it’s just this: S, posen there were four of us farmers a haulin’ gravel from Liverpool to Bungtown fur so much a load, and half of us lyin’ idle half the time for want of loadin’. I cut the price down 5 cents a load, an’ the gravel begins to fly. Naybur Smith cuts five below me, and Johnson goes below him, and Tompkins gits right down to haulin’ for nothin’ and furnishes his own axle-grease. It comes my turn for a drop, an’ what do I do but offer to haul gravel from Liverpool fur nothin’ an’ load with stone from Bungtown on the same terms.” “But you wouldn’t make anything.” “Exactly, Hanner—exactly. All I could hope fur would be the benefits of leg exercise. All the railroads make out o’ this is to keep their side tracks clear fur sheep pasture.”—*Wall Street News*.

Fraternal Department.

WE ARREST OUR THOUGHTS.

We arrest our thoughts with pen and ink,
 And thus imprison what we think;
 Yet writing lets the prisoner free,
 And thus my thoughts you plainly see.

'Tis thus poetic gems are caught
 While drifting on the stream of thought,
 And woven in a wreath of rhyme
 To decorate the shores of time.

Then while we tread time's beaten shore,
 (Followed by vast millions more)
 Let us leave some gems behind
 To adorn the human mind.

Soon we must hide from mortal view,
 Then the millions who pursue,
 Will see our tracks along the shore
 Where we have passed long years before.

July 20, 1884.

JOE CANTHOOK.

ANDREWS, Ind., December 26. 1884.

DEAR MONTHLY:

I think it is about time that the correspondent of Division No. 125 was doing his duty, filling his position or give it up to somebody who will. Biz on the Friendly Hand is good and biz *in* the Friendly Hand is *better*. Brother C. S. Rhodifer left us last month and we received a letter from him postmarked Tulare City, Cal. He is stuck on California. Brother W. E. Pierce of this division has returned from a visit to friends in Leadville, Col. He reports that he finds the O. of R. C. booming where they use "mountain pine." Brother Hedges had the misfortune to let five caddies of tobacco fall on his foot, which laid him up for a week; brother J. S. Holley manipulated the local way-bills in his stead. Mr. A. A. Talmage, *our*? general manager, has got his train agents working the Eastern division of the great

Wabash. They get a much better reception from the conductors, who welcome them, than from the traveling public, who consider them a nuisance and disgrace to any road and a slur on the fidelity of its conductors.

We had the pleasure of attending the first annual ball of Division No. 110, and an elegant time we had, too; everything first class in every particular. We had the pleasure of renewing our acquaintance with brother Clendinen, who represented No. 110 at Boston. A finer set of gentlemen and "a band of brothers indeed" one seldom meets than those of No. 110. We wish No. 110 many happy returns of this her first annual ball and that we may be present with them.

We have received assessments Nos. 30 and 31 and it "cut us to the quick" to read Mrs. Kimball's benefit. is short \$140. Are there 140 brothers who *let this little matter slip their attention?* Let us all "put our shoulder to the wheel" and see if \$2,000 benefit would not look better *in print* and *in reality* make some brother or *his* feel better.

A case, yes a heart bleeding one came to our notice the other evening. A brother from — was en-rôte to — N. Y., with his two little orphan boys. His wife died recently in — and after paying her funeral expenses and doctor's bill he with his two orphan boys, one aged 7 the other 5, not a cent in his pocket to buy bread and the weather 20 deg. below zero, starts for — N. Y. to place his children with relatives that they may have a much needed retreat *a Christian home*. After making his request known to brother L. he asked the small favor of a ride to Toledo. Was he refused? *No!* But brother L., like any true brother, felt something come up in his throat and the tears began to roll down his cheeks, for he thought of *his* little ones at home with their *mama* enjoying their supper as he left them. As they pulled out of the yard one little fellow spoke: "Papa! Papa! won't you give me a piece of bread?" The father's voice trembling, said: "My child, I have none!" Brother — who always carries a large basket, *full*, sat it before them and that father and two little homeless boys eat their first meal of the day. When they arrived at the first water station brother L. went to a farm house near by and got the basket filled again and a large jug of milk. Two happier children one seldom meets. After fixing a bed for the elder child the brother and his five-year-old lay down to rest. Brother L. says he wept many a time during the night to see that father wake up and looking at his little charges, weep bitterly. Upon their arrival at Toledo brother L. soon made up a purse for the brother and got transportation for him and his to their destination.

This brothers, is a *brother* with two orphans traveling; imagine, if you please, a brother's *wife* in his circumstances. No, but hold ! It makes one's heart stand still. Stop, think for one moment, you brothers of family, how is it with you? *Remedy*—Insure with our O. of R. C. Mutual Accident Association. Brothers of No. 140 how is it with you? How can you thus be delinquent.

More in the great future,

"C." OF DIVISION NO. 125.

Mentions.

- Brother Maurice Flynn was a caller at our office on January 25th.
- We regret to learn of the death of D. W. McKane of Mason City Division No. 22, of typhoid fever.
- Garry Owen will soon give us another poem that will eclipse his former efforts. We are always glad to welcome him.
- We have some fraternal communications that are crowded out again this month. We will get them in next if possible.
- Anyone knowing the whereabouts of Brother Wm. Hiddleman of Hartford Division No. 50, will please inform Brother C. S. Brigham, secretary.
- The *Railroad News* comes to us again this month bright and clean as a brand new dollar. We are glad to see the progress made by this periodical.
- We are pleased to note that brother Ed. Ogden of Division No. 9, is again in charge of his train, having entirely recovered from his severe sickness.
- Brother John W. Dent, chief train dispatcher of the P. & R., at Shemokin, Penn., attended the ball of Division No. 23, at Catawissa, on New Years Eve.
- Harry Gilmore of Omaha, one of our staunchest members, who has been confined to his home for a long time by sickness, is now able to be at work again.
- Mr. G. R. Phelps, a conductor on the Fitchbury railway, was run over by a switch engine in the yard at Fitchbury, Mass., on December 22, and received fatal injuries.
- Brother Darche, the worthy chief conductor of No. 29, is becoming quite an expert at roller skating, so says our Hamilton scribe. We wish you better success next time brother D.
- We are in receipt of the first copy of a new railroad paper issued from Des Moines, Iowa, of which brother O. O. Winter, chief conductor of Division No. 38, is the editor and proprietor. It is replete with interesting matter. We gladly place it on our exchange list and wish the brother unbounded success in his new field of labor.

—The fund for the relief of our worthy brother Shew has reached nearly, if not quite \$900. Divisions that have not remitted will please do so at once, that it may be closed up.

—Brother S. L. McDowell, secretary of Division No. 41, at Chicago, would like to know the address of brother W. H. Benson, a member of No. 41. Will some one please tell him?

—Brother Dallas Seabury of Elmira Division No. 9, had the misfortune to lose his right hand while coupling cars at Corning, N. Y. He is at present at his home near Stanley, N. Y. He has our sincere sympathy.

—Anyone knowing the residence of John Morand will please advise brother Ed. W. Morand, of Mason City, Iowa. He was to leave San Francisco for home in May, 1883; since that time all trace of him has been lost.

—Brother F. A. McConahy, the able and efficient chief conductor of No. 58, was a caller at our office on the 12th. He is now a passenger conductor running between Cedar Rapids and Worthington on the B., C. R. & N. R'y.

—In our last issue we forgot to mention one of the oldest and best conductors effected by the recent changes on the Erie. Brother Geo. B. Wright now has charge of Nos. 4 and 5, Western division, Hornellsville to Salamanca.

—Brother J. T. Miginnis of E. A. South Division, Fitchbury, Mass., had his right hand caught between the bumpers on December 23, and badly crushed, but at our last advise his physicians hoped to save it. We sincerely hope it will be the case.

—Business on the Erie is very slack as usual and no promise of better times. The men in freight service are making fifteen to twenty days per month, but even at this rate it makes the service average well as the passenger men's crews make fifty days each month and get pay for thirty.

—Brother Seward Goss has entirely recovered from his injury received last fall at Hornellsville, and is looking better than we have seen him in a long time. He now makes daily excursions from Binghampton to Buffalo in charge of trains No. 1 and 8. His partner in business is Brother G. B. Wright.

—Brother C. A. Millard has resigned his office of Chief Conductor of Elmira Division No. 9, on account of his removal from Elmira. His place will be filled by Brother Chas. A. Burr, Assistant Chief Conductor, and we bespeak for Brother Burr an able administration. Charlie you have our best wishes for your success.

—We desire to call the attention of all passenger and mixed train conductors to the benefits of the Passenger Conductor's Insurance Company of Philadelphia. It is one of the cheapest and best of our conductor's insurances. Our worthy brother, C. R. Ashton, is president; brother Walter Lackey of Philadelphia, is the secretary, and will be glad to give you all information necessary as to the status of the company. Write him.

—We are in receipt of a neatly printed invitation which informs us that our brother, Major Morris, has taken unto himself a wife in the person of Miss Neal Harper of Muchakunock, Iowa. The happy pair take quite an extensive wedding trip through Iowa visiting friends. We regret that we were unavoidably absent, but herewith extend our hearty congratulations.

—Brother H. S. Lewis, of the Northern Central, leaves Elmira on February 1st for the west, where he expects to recover his somewhat shattered health. He will visit Galesburg, Ill., where he has arranged with J. P. Daigts to manufacture one of his famous magnetic shields for him, from which he expects so derive a lasting benefit. He will also visit the headquarters of the Order at Cedar Rapids, Iowa.

—The RAILWAY CONDUCTOR'S MONTHLY, which has been published here for the past year, has changed its headquarters to Cedar Rapids, Iowa, in order to have the office of the editor nearer that of the business manager, W. P. Daniels, who located there. We are sorry to lose Mr. Wheaton from our midst as he was a gentleman with whom we are well acquainted and a man of dignity and worth. That his field of labor in the west may be happy and useful is our earnest wish.—*Elmira Railroad News*.

Brother H. Hurty, member of executive committee work, Brother C. H. Belknap, A. G. C. B., were in Cedar Rapids on January 6, 7, 8, and 9, with an expert examining the books of Brother Daniels our Grand Treasurer. We had a very pleasant visit with them. They found all accounts and books in good order and the report of Grand Secretary and Treasurer Daniels as made to the 17th annual session in Boston, substantially correct, one small error in footings was discovered in favor of the treasurer.

—The writings that have appeared during last year under the non plume of Joe Canthook, are by a locomotive engineer now in active service on one of our leading railway lines and one of the most thorough gentlemen we have ever met. The writings have attracted great attention and have been reproduced in a number of the leading periodicals of the day. We have them repeatedly asked for by our patrons and in this issue we again find him as a contributor, and he will continue so during the year at least.

—We have received during the month invitations to attend the annual balls of Divisions No. 8, 15, 68, 40 and 79, the Old Colony Beneficial Association and that of the B. of L. E. at New York City. We desire to return our sincere thanks to all for the kind invitations and we sincerely regretted that it was impossible for us to go, and our only excuse is business. We have been trying hard to catch up with our work and hope ere another month rolls around that we will be able to get the MONTHLY out on time and then give more attention to other business.

—Cash fares are not what they used to be. At stated intervals the papers publish slurs about conductors knocking down fares. There is precious little to knock down. The highest average amount taken in last month by

a Lake Shore conductor was \$5.90 for each of his twenty-nine trips. The conductors of local accommodations averaged but \$1.35 per trip. They made fifty trips. All work on the Lake Shore road is based on 2,600 miles for a month's work. The passenger conductors get \$100 per month, but by working over time some of them made as high as \$106 last month. Freight conductors last month made from \$80 to \$87.—*Chicago Herald*.

—We are glad to place upon our exchange list so valuable a periodical as the RAILWAY CONDUCTOR'S MONTHLY, the first number of volume two of which came out last week. The journal is of octavo size and contains about seventy pages of matter. The journal was formerly published at Elmira, N. Y., where the editor, Mr. C. S. Wheaton, resides, but through the efforts of W. P. Daniels, manager, the headquarters and publication office is located at Cedar Rapids, at least for the present year, and we hope definitely. The journal is admirably gotten up, and must certainly be an interesting publication for railroad men, especially conductors, yardmasters, etc.—*Presto*.

RAILWAY CONDUCTOR'S MONTHLY is the title of a publication now located in our city, the first number of its publication here having just been issued. It is published by the Order of Railway Conductors, C. S. Wheaton editor and W. P. Daniels manager. It is a very attractive publication, of sixty-one pages, well filled with information of interest and importance to the order and containing many miscellaneous articles, original and selected, of interest to the general reader. The number before us shows care and judgment in the editorial work and that the publication is every way worthy of the important interests it represents. The *Times* welcomes the MONTHLY to the journalistic family of Cedar Rapids.—*C. R. Times*

—The RAILWAY CONDUCTOR'S MONTHLY, edited by grand chief conductor, Calvin S. Wheaton, and managed by grand secretary and treasurer, Wm. P. Daniels, has been removed from Elmira, N. Y., Mr. Wheaton's former home, to Cedar Rapids, the coming great railroad city of Central Iowa. The office of Messrs. Wheaton and Daniels is in the new and elegant building of the Farmers' Insurance company. The publication has lost nothing of editorial ability or general interest by the change of base. In fact we think the change improves it. Here in the heart of the great, growing west, in the midst of the wonderful network of railroads which is making the west the center of a continent's activities, here is just the place for the CONDUCTOR'S MONTHLY. We welcome the publication and its editor, Mr. Wheaton, to Cedar Rapids and to Iowa. Its manager, Mr. Daniels, is a Cedar Rapids man extensively known and held in high esteem.—*C. R. Republican*.

—Our correspondent from Winnepeg informs us that times are very dull there, but a good trade is expected early in the spring. Division No. 47 now has eighty-three members and is doing nicely. They have in one year paid a debt of \$140, furnished a hall of their own costing \$300, and now have \$700 in their treasury. Passenger conductors running from that point are brothers Hawkins and Fadey on Brandon run, brothers Bontee, Brown,

Sullivan, Fogg, Thompson and Templeman on the Port Arthur run, brothers Dorsey and Gilbert on the Boundary line trains, brother Moore on Broadview division, brother Maltby on the Mountain and brother Sanns on the Stonewall run. Brother Simpson has gone to California, brother John Niblock is still superintendent at Port Arthur, brother J. A. Cameron is his train master; S. D. Bostwick is train master at Winnipeg and well liked by all the boys. The mercury here has reached 53° below zero, the average is 30° with but little snow.

—We are pleased to note that Brother Geo. J. Johnson was the recipient of a beautiful present at the hands of his associates of Badger State Council, Order of Chosen Friends, of which he is chief councillor. The badge was ordered by Rose Brothers and was made by Tiffany of New York. It is emblematical of the order and consists of a bar inscribed and a star with seven points garnished with a diamond point at the end of each point of the star, while the field of the star contains the monogram and clasped hands of the order. It is one of the most valuable badges ever presented by the order of Chosen Friends. J. J. Hirshheimer, in a few felicitous words made the presentation, to which the Colonel responded in his happy manner. J. J. Hirshheimer, the secretary of the council, was then presented with a solid silver smoking set consisting of four pieces inscribed, as a testimonial of the council's regards for merited service. It is a beautiful set, unique in workmanship. The secretary responded fitly to the presentation of this beautiful present.

—We desire to call the attention of all to a new book on "Locomotive Engine Running and Management," by Angus Sinclair of New York City. Mr. Sinclair is a member of Brotherhood of Locomotive Engineers, member of American Society of Mechanical Engineers, associate member of the American Railway Master Mechanics' Association. The work consists of chapters on Engineers and their Duties, Inspection of Locomotives, Running a Fast Passenger Train, Running a Fast Freight Train, Hard Steaming Engines, Injectors, Accidents to the Valve Motion, Accidents to Cylinders and Steam Connections, The Valve Motion, Laying out Link Motion, Description of the Stevens and the Joy Valve Gears, The Indicator, Detailed Descriptions About the Care, Management, and Repair of the Westinghouse Air Brake and of the Eames Vacuum Brake, Method of Finding the Power, Adhesion and Traction of Locomotives, Easy Method of Testing Water for Locomotive Boiler Use, Particulars of Examination given to Firemen for Promotion on the Leading Railroads, and numerous other subjects interesting to those engaged in designing, handling or repairing the locomotive. The work will form a reliable hand-book for locomotive engineers and firemen. The above work is now ready and is a neat 12mo, similar to Chordal's Letters. Price, \$2.00 We are personally acquainted with Mr. S. and know that the book is one of the most valuable works out.

OBITUARY.

LA FAYETTE, Ind., January 10, 1885.

C. S. WHEATON, EDITOR:

DEAR BROTHER. It becomes my very melancholy duty to report the sudden and unexpected death of brother John Holloway, a conductor on the Lake Erie & Western railway, and for some time a resident of this city. Brother Holloway met his death on the 10th of December last, while switching at East Lynn. It is supposed that he fell from the top of a box car while in the act of stepping backward, and that his fall was precipitated by some sudden motion of the train. Examination seemed to indicate that the neck was broken in the fall, and that great suffering was thus spared him, which, from the mangled condition of the remains, it certainly seems he would have been obliged to endure.

The remains were brought to this city and cared for by Star City Division. Having been taken from the train to the undertakers, the body was suitably attired and placed in a casket before being removed to the presence of the unhappy wife. On the following day, December 11, appropriate ceremonies were held at the First Baptist church, conducted by the Rev. Mr. Blackman, and on the 12th of December the remains were taken to Salem, Ill., the home of his wife, where they were consigned to their last resting place. Brothers R. Clark of Indiana Division No. 103, J. D. Eldrid, assistant chief conductor Star City Division No. 137, and C. S. Frith, J. C. Division No. 87, of Bloomington, Ill., accompanied the remains and assisted in the ceremonies at the grave. The Salem band was in attendance and discoursed appropriate music.

Brother Holloway leaves a wife and one child, the latter scarcely ten months old. He was insured in the "Old Reliable" for a considerable amount, and it is gratifying to believe that the little family is substantially provided for.

Brother Holloway was a man of sound character and good habits, a valuable employe of the company he was serving, a man respected of men, and a brother beloved of brothers. Though suddenly called away, and seemed but poorly recompensed for a life of honest labor, still who will venture to question the measures of the Lord, or doubt His perfect work.

It would be but common courtesy to publicly thank both Mr. W. G. Benison and Mr. W. W. Wentz, of the Lake Erie & Western, for valuable assistance rendered in providing for the remains while in this city.

In looking my letter over I find I have omitted to state that Brother Holloway was a member of Indiana Division No. 103. Your brother,

M. B. WALDO.

COLLINWOOD, January 8, 1885.

EDITOR MONTHLY:

At a regular meeting of Garfield Division No. 20, Order Railway Conductors, held at their hall Tuesday evening, January 7, a committee was appointed who draughted the following:

WHEREAS, It pleased the Grand Chief Conductor of the Universe for the second time within three weeks, to break our circle and remove from us our beloved brother, W. J. Smith, and

WHEREAS, It is but just that a fitting recognition of his virtues should be had, therefore be it

Resolved, That while we bow in humble submission to the will of the Most High, we nevertheless mourn for our brother who has been taken from us.

Resolved, That in the death of brother Smith this division laments the loss of a brother who was ever ready to aid the needy of our Order, a friend and companion who was ever dear to all.

Resolved, That the heartfelt sympathy of this division be extended to his family in their affliction.

Resolved, That as a mark of our respect to our deceased brother, our charter be draped in mourning for the period of thirty days.

Resolved, That these resolutions be spread upon the records of this division and a copy thereof be transmitted to the family of our late brother, and to the RAILWAY CONDUCTOR'S MONTHLY for publication.

GEO. B. CARMER,
L. C. SHEPARD,
Committee.

COLLINWOOD, Ohio, January 10, 1885.

EDITOR CONDUCTOR'S MONTHLY:

To many the new year brought new joys, new hopes and new comforts, but to brother Wm. J. Smith, of Garfield Division No. 20, it brought death. To his young wife it brought widowhood and to his once joyous and happy children, orphanage, and to us all sadness and sorrow.

Brother Smith was instantly killed at Vermillion, Ohio, on the morning of January 1, while in the performance of his duties as freight conductor. As to the details of the accident but little is known, except that he was doing work at that place and in some manner fell beneath his train and was crushed.

Brother Smith was 29 years of age and had been employed upon the Toledo Division of the L. S. & M. S. R'y. about five years as freight conductor, and by thorough application to business and strict integrity had won the confidence of his superiors and the respect and esteem of all who knew him.

The funeral services were held at Goodrich Chapel and were conducted by the I. O. O. F. assisted by Garfield Division No. 20, O. R. C. A large concourse of people witnessed the ceremony, which was both impressive and instructive.

Realizing his duty toward his family he had provided a beneficiary certificate in the O. R. C., knowing that if suddenly *called* those near and dear to him would not be left penniless and dependent upon the charities of a *cold, cold world*.

E. C. DIXON.

Geo. Ross Trowell, son of Capt. J. A. Trowell, harbor master, city of Milwaukee, was 34 years of age, he was born at Perrysville, Ohio and come to Milwaukee with his parents at the age of 12 years. Brother Trowell was well known in Milwaukee railway circles. He was formerly conductor on the Milwaukee, Lake Shore & Western R'y, and went to Texas about two years ago and became conductor on the Texas Pacific railroad. Mrs. Trowell moved to Texas last April and a few days after they lost their little boy, aged about 3 years. This makes the third death in Capt. Trowell's family in less than two years.

HALL OF MILWAUKEE DIVISION, No. 46, O. R. C.,
MILWAUKEE, January 18, 1885. }

WHEREAS, It has been decreed in the Ailwise Providence of the Great Grand Chief Conductor, the upholder of the universe, that the notes which denote the dissolution of this earthly tabernacle have been heard and felt in our division once more, and brother Geo. R. Trowell has been summoned to that land where we must all sooner or later go,

Resolved, That in the death of brother George R. Trowell, Milwaukee Division No. 46, Order of Railway Conductors, loses one of its "charter" members, and to those who are bound to him by the closer and holier ties of kindred we offer our heartfelt sympathy in this, their hour of affliction.

Resolved, That our charter be draped in mourning for the space of thirty days in respect of our departed friend and brother.

Resolved, That this division tender a vote of thanks to Evergreen Division No. 57, Fort Worth, Texas, for their very kind attention to Brother Trowell and family during their late sickness, and a copy of these resolutions be sent to Division No. 57, also a copy be sent to the parents and widow of the late brother Trowell,

the CONDUCTOR'S MONTHLY and the Milwaukee *Sentinel* for publication, and the same be spread on the minutes of our Division record.

W. B. WOOLFORD.
J. N. ROBINSON,
WM. GUY, *Committee.*

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from our midst our late brother, E. W. Eavens, and

WHEREAS, It is just and fitting that this division take action on the death of our beloved brother, therefore be it

Resolved, That in the sudden taking off of our brother the order has lost an earnest worker and this division an upright brother. And be it further

Resolved, That the charter of this division and the gavel of C. C. and A. C. C. and the staves of the S. C. and J. C. be draped in mourning for thirty days in memory of our deceased brother. And it is further

Resolved, That the thanks of Kaw Valley Division No. 55, be extended to Ozark Division No. 30., and especially to its C. C., Ben Grist, for their kindness in telegraphing to us the death of our beloved brother. Be it further

Resolved, That a copy of these resolutions be entered on the minutes of this division, a copy be forwarded to Ozark Division No. 30, and that they be published in the CONDUCTOR'S MONTHLY.

Resolved, That Kaw Valley Division No. 55, tender to the bereaved family of the deceased our heartfelt sympathy in their loss.

JAMES E. CORCORAN.
H. A. MESSENGER.
E. P. SULLIVAN,
Committee.



It is with sorrow that we are compelled to advertise the subject of this circular in this way.

Edgar A. Wood entered the Order of Railway Conductors May 20, 1883, as a member of Evergreen Division No. 57, at Fort Worth, Texas, and was employed at the time by the Texas Pacific railway. When he first became a member of the order he was liked by all that knew him and the utmost confidence was placed in him by the officers and members of Evergreen Division No. 57, and at the annual

election of officers in 1883, he was unanimously elected to fill the office of secretary and treasurer for the division, and we supposed he was doing it faithfully and no one suspected anything wrong until some of the brothers seeing his actions, and being continued thought he might be using some of the division's money. a finance committee examined his books and reported that after paying all bills there would be about \$270.00 in the treasury. He was notified to appear before the division, which he did and offered his resignation, and from the way he spoke, saying he had the money on deposit in the bank and was ready any time to turn it over to his successor and explaining himself the way he did, most of the members thought they had done wrong and would not accept his resignation. Some time after bills came before the division that he said he had paid. This time the C. C. ordered him to pay all money and books in his possession over to the finance committee. After he was found, which was considerable trouble, he admitted he did not have any money. The matter was brought before the division and he was ordered to appear for trial November 16, 1883. He was notified twice and we know that he received the notice, but he failed to appear and was expelled from the order.

In addition to defrauding the division he defrauded other members of smaller amounts, and about the time a delegate was to be elected for the Grand Division, he represented that he was the delegate and tried to get money from railroad men to defray his expenses. Brothers located away from Fort Worth have sent money to him for division cards and O. of R. C. MONTHLY but failed to get them. When brother N. K. Grose died, among his effects was a Maltese cross which was ordered sent to his sister living in New Albany, Ind. He read in open division a letter purporting to come from the lady, acknowledging the receipt of it and thanking the division for the kindness shown her deceased brother. Some days ago we found that he did not send the cross but pawned it for the paltry sum of \$10, and many other small things we could mention, but we think we have said enough to be justified in advising him in this way. As we said in the first place, it is with sorrow we do this, but it is necessary to protect others. Members of the order are notified that he is expelled, and all others will do well to steer clear of him. Any information desired can be had on application to

J. W. HOUSEL, Secretary.

ALF. BAILEY, C.C.

OFFICIAL.

CIRCULAR No. 3.

CEDAR RAPIDS, January 30, 1885.

BROTHERS:--The following have been reported:

Suspended—By Division No. 57, Nov. 10, 1884, M. E. McCarthy and Wm. Baker, for non-payment of dues; by Division No. 121, Jan. 4, H. D. Hall, for unbecoming conduct.

Expelled—By Division No. 57, Nov. 16, 1884, Edgar A. Wood, for fraud; by Division No. 11, Jan. 4, S. B. Mayer, for violation of obligation.

Re-instated—By Division No. 9, Jan. 11, Dallas Seaburg.

The following cards have been lost; take up and return to me if presented: No. 3037, issued Sept. 5, to C. M. Rowley, of Division 78; No. 3361, issued Sept. 24, to F. A. Resser, of Division No. 36; No. 455, issued Nov. 10, to Thos. Duffy, of Division No. 55.

I am reliably informed that an expelled member by the name of David Graham is imposing on members of the order and others in the Southwest. He was expelled from Denver Division No. 41, May 22, for stealing Division funds, and the expulsion duly published in Circular No. 9, in the MONTHLY for July, 1884. If Divisions would keep a proper record of the suspensions and expulsions reported, there would be less opportunity for imposition. You are again warned of this man David Graham, who has an expired Division card. If presented, please take it up and return to me.

Yours Truly in P. F.

WM. P. DANIELS, Grand Secretary.

The Railway Conductors' MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, MARCH 1, 1885.

No. 3.

A LIFE DRAMA.

Written for the MONTHLY.

He was only a servant at will. Had tried it, again and again,
But the roof of the car was icy, and falling down under the train,
There were only twelve cars passed over him; and four little lines inside—
In the paper next day the news appeared: how a poor brakeman had died.

Mid hissing steam, and snow cloud too, the fireman opened the door;
As the shovel of coal went into the hole, waiting to receive many more,
He stepped to the gangway, looking out, so slippery he fell on his head;
And one line in the morning Local said: "Jimmy, the fireman, is dead."

The cold, bleak winds seemed rising; the thick frost covered the pane.
He pulled out the throttle, then shoving it back as a light and a lurid flame
Burst quickly in sight on rounding a curve, and the papers said, almost
A fatal accident again last night, and the engineer died at his post.

A poor conductor for twenty years, he had signed each bill O. K.,
Had set the brakes going down the hill, let them off the other way,
But in pulling a pin he caught his foot, and the Daily said, "One more,
Johnny, the way-freight man, is dead; another gone like many before."

The switchman stands from night till morn, each train prepares with care;
The passengers sleep as sound as at home, no thought of danger there,
One misstep, and all is o'er, and the lines in the *Herald* Explains:
"Another death by carelessness, in switching the passenger trains."

And so it is from day to day; one goes, then another is here,
One taking the place of some one gone, yet scarcely a thought of fear.
Each funeral cortege is so small and usually all that is found
Is thanks to the Father who looketh on, one spot in the burial ground.

Oh yes, perhaps a wife and children left, all desolate, sad and lone,
 A husband and father taken away, and they no house, no home;
 But neighbors whisper when they meet, stepping out from among the throng,
 "They tell me those people are very poor, wonder how they are getting along."

And day by day some one must mourn, for danger lurks ever near.
 The laugh and the shout by some exchanged for words and the scalding tear,
 For the poor there seems no heritage, unless by the grace of one,
 Who came to earth as a Savior Christ, the lowly carpenters' son.

But a rich man dies, the solemn tone of the bell is heard afar;
 It heralds the news across the town, bidding all who are able prepare
 To pay due homage to one who is dead, for so there seems to be
 A chord that is touched which is all unknown in the poor mans' sympathy.

The papers teem with his noble deeds, all good and nothing wrong,
 Yea instead of a line, plenty of time for a eulogy three columns long,
 And the cortege seems so grand and fine; the great one lying in state.
 One almost wonders if any passport is needed by him at Heaven's gate.

So I often think, will Peter ask as he stands with the golden keys,
 If they are the chosen of God at last, and will these social degrees
 Of riches and wealth and standing here, admit them and nothing said?
 If so, then Lord we have only to thank Thee, give us our daily bread.

But if on the other hand, good deeds, and a life of noble worth,
 All through the journey of life, even down to the last of earth
 With the love we bear our Savior, then the lowly in life may be
 The accepted ones in heaven above with no title of nobility.

HE ROSE.

'Tis happiness to lie awake
 And watch the coming dawn;
 That silently proclaims to all
 "Another day is born."

But with the rose there is a thorn,
 Which makes a man grow thin;
 It is to hear:—"There! John, get up,
 And let the milkman in."

THE MAN WITH THE BEAR.

A man went through the streets yesterday leading a performing bear. It wasn't very much of a man. It wasn't very much of a bear. But the combination drew a crowd. Children followed the pair. Some older people left their work and went to the windows and doors to see the performance. Only a small bear rolling in the mud, shouldering arms or bowing complacently at the command of its keeper. Nothing very funny about that. Nothing very remarkable as an exhibition of animal sagacity. What drew the crowd? Curiosity to see a bear out of its sphere. Many people turned up their noses contemptuously at others who would leave their work to see a performing bear. They needn't affect any such dignity. They, too, patronize some man with a bear.

Every class in society pays tribute to the man with a bear. Sometimes the bear is costly, and the privilege of seeing the performance comes high. Sometimes it is only a poor cinnamon, and its manager takes what it can get. Verily, notoriety is Mahomet, and the American people are its prophet.

A few years ago a dude, an English dude with long hair and short sense, came to this country and posed as an apostle of estheticism. He was a man out of his sphere. He was old. He attracted attention. He drew a large crowd. Silly people ran after him. He trafficked on their curiosity. He went home the richer by several thousand dollars. It was the man with the bear.

A poor, excited soldier, thirsting for notoriety, shot at Guiteau. He was imprisoned for his offense, and when released, was captured by an enterprising showman and exhibited in a dime museum. He was an ordinary creature, looked like other men, acted like other men except in one particular. He had become notorious by shooting at the most notorious assassin of the century. He was a faithful soldier out of his sphere. So crowds flocked to see him, and he trafficked on their curiosity. The people ran after the man with the bear.

An actress needs only a divorce suit, a half dozen scandals connected with her name, and, presto change, she becomes famous. Her more talented, but more virtuous sisters in the profession toil along for years before their talent is recognized. The black sheep draws the crowd. The people run after the man with the bear.

A young lady of wealth and refinement marries her father's coachman. Her elopement is the sensation of the hour. Unmarried, she would have

passed through life unknown, except to personal friends. Married beneath her station, her notoriety is world-wide. An enterprising manager secures her for the operatic stage. She can sing no better than ten thousand other ladies. But she is a woman out of her sphere. She is the millionaire's daughter who married the coachman. So she draws a packed house of curiosity seekers. She traffics on her notoriety. The people again pay tribute to the man with the bear.

A clergyman leaves the beaten paths of orthodoxy, and startles the country with the semi-blasphemous, semi-infidel character of his utterances. His brother ministers plod patiently along, attracting no particular attention, content to sow the seed for others to reap. The heretic at once leaps into notoriety. He never lacks for hearers, and he traffics on his fame. He is a minister out of his sphere, so he draws the crowd, for there are always people ready to pay tribute to the man with the bear.

A lucky stroke of political fortune makes a small man try to appear great. Yesterday he was an obscure nobody. To-day he is a very important somebody. His mental calibre is no larger. His character is unchanged. The accident of position has wrought the difference. Now he attracts attention and draws an applauding crowd. He is a small man out of his sphere. So he makes a stir in the world, and the people again pay tribute to the man with the bear.

So it is through life. Let not the cynics be too cynical. Human nature has its weakness. There are snobs among the rich as well as boors among the poor. Be tolerant of a neighbor's failings. His acts that seem so foolish to you may be the same faults which reappear in a shining veneer in your own more cultured existence. Wherever you go you will find it always true. Society in one way or another never fails to pay tribute to the man with the bear.—*Iowa State Register.*

SLIGHTLY SCARRED BUT ON DECK.

As a general thing Grip folks are very careful about fooling around the police station, but in this "vale of tears" it is not an unfrequent error to miss the paths of safety, and stray into the fold of the wicked. Friday afternoon when all was quiet on the avenue, a Gripper made his way down Felix, and would perhaps journeyed on to the Union depot had not his attention been arrested by observing City Marshal Ritchie leading a "forlorn hope" into the recorder's sanctum. Arriving at the court room, and finding the

recorder occupied for the time being, the marshal began to question his charge, when the following interesting dialogue ensued, the questions being asked by the marshal and answers returned by the man he had under arrest:

"From whence came you?"

"From a town down the river, to the west, called Atchison."

"What's your business here?"

"To learn to subdue my appetite and sponge my living from an indulgent public."

"Then you are a regular tramp, I presume?"

"I am so taken and accepted wherever I go."

"How do you know yourself to be a tramp?"

"In seeking food, by being often denied, but ready to try again."

"Will you be off or from?"

"With your permission I'll be off very quick."

"Of what are you in pursuit?"

"Work, which by my own endeavors and the assistance of others, I hope I shall never be able to find."

"Where were you made a tramp?"

"In a regularly organized country, where only the rich enjoy life, and the laboring man was considerably below par."

"How were you prepared to become a tramp?"

"By being divested of everything I possessed of value, reduced to poverty and thrown upon the world barefoot and hungry."

"How gained you admission to this town?"

"By the assistance of a tie pass over the Missouri Pacific."

"Had you the pass?"

"I had it not; my chum had it for me."

"Whither art thou traveling?"

"As soon as I get out of your clutches I'll journey eastward, and that, too, at a lively pace."

"On entering this town how were you received?"

"On the end of a policeman's billy, applied to my naked off ear, which was to teach me that, as the ear is the most tender organ in cold weather, so might the recollection thereof ever be to my mind and conscience should I again attempt to enter a strange town without the necessary money to pay for a night's lodging."

"What did the policeman say to you?"

"He asked me, 'Who comes there?'"

"Your answer?"

"A poor weary traveler, who has not tasted food for days, and though he is short on funds, he is long on walk, and will travel many blocks further upon the assurance of being able to encounter a free lunch."

"What followed?"

"I was directed to wait with patience until the city marshal could be informed of my deplorable condition, and his answer returned."

"What answer did he return?"

"Let him enter the station and we will endeavor to feed him and permit him to work out his board bill in the zoological garden spot."

Here the city marshal discovered that he and his ragged partner had an audience, and the "peace keeper" murmured, as the two moved on:—"That's a Grip-per; let's go."—*Ex.*

A DINNER FROM THE BIBLE.

As a curiosity the annexed bill of fare is worth preserving. Taken wholly from the Bible, a right royal Christmas banquet it would make. As will be seen, the course is number five. The candelabra and music are specified. Each course is by its appropriate wine accompanied. Though in Palestine there is now no game, yet at this dinner quail and partridge are provided. With these the spiced wine of Canticle is prescribed. At such a desert as this, with the sweet wines of the Prophet Amos, a modern Amos would like to sit. Corresponding bills of fare from Shakespeare have been framed. This one from the Scripture is unique. Of preservation as a curiosity, as we have above remarked, it is worthy. It is as follows:

PRELIMINARIES.

Spread a cloth of blue, and put thereon the dishes and the spoons and the bowls, with the bread in the basket.—Num. iv., 7, and Levit. viii., 31.

Salt, without prescribing how much, and all in a cruise.—Ezra vii., 22 and I Kings xvii., 12.

Bright shining of a candle giveth light.—Luke xi., 36.

Tell them who are bidden I have prepared my dinner.—Matt. xxii., 4.

They are strong of appetite.—Isaiah vii., 11.

Let us eat and be merry.—Luke xv., 23.

The feast was made for laughter, wine makes merry.—Eccles. x. 19.

Ye hear all kinds of music.—Dan. iii., 5.

Grace—Give us this day our daily bread.—Matt. vi., 11.

SOUP.

Pour out the broth.—Judges vi., 20.

Feed me with pottage.—Gen. xxxv., 30.

Eat this roll.—Ezek. iii., 1.

Use a little wine for thy stomach's sake.—Tim. v., 23.

FISH.

We remember the fish we did eat.—Num. xv., 5.

They gave him a piece of broiled fish.—Luke xxiv.; 42.

Bring off the fish which ye have now caught.—John xxi., 10.

Every man at the beginning doth set forth good wine.—John ii., 10.

ENTREMENTS.

Hare.—Levit. xi., 6.

Chickens.—Matt. xxi., 37.

Beside hearts and fatted fowl.—Kings iv., 23.

Kidneys.—Deut. xxii., 14.

The wine is red.—Psalms lxxv., 8.

Olives.—Micah. vi., 15.

Give me a little water, for I am thirsty.—Judges iv., 19.

ROAST.

All manner of baked meats.—Gen. xi., 17.

Ye may eat of the roebuck.—Deut. xii., 15.

Ye shall eat of the wild goat and wild ox.—Deut. xiv., 15.

Cause strong wine to be poured out.—Num. xviii., 7.

VEGETABLES.

Take unto the wheat, lentils and millet.—Ezek. iv., 9.

They brought parched corn and beans.—II. Sam. xv., 29.

After that the full corn in the ear.—Mark iv., 28.

We remember the leeks and the onions and the cucumbers and the garlic.—Num. ix., 7.

GAME.

Partridges.—Jer. xvii., 11.

Two young pigeons.—Levi. v., 7.

And he brought quail.—Psalms iv., 40.

I would cause thee to drink spiced wines.—Cant. xvii., 2.

Carry these ten cheeses to the captain.—I. Sam. xvii., 18.—*From the Charleston News and Courier.*

ON THE HALF-SHELL.

"My vwife all der time says to me: 'Carl Dunder, if you vhas to be kilt by a butcher cart or ice wagon, or some shteamboast plow you oop on der river; I vahs left mit no money. Why doan' you pe insured mit your life?'

"Vhell, I tink about dot a good deal. It vahs my duty dot my vwife und Katie doan' go mit the poor house if I can help it, und I tink it vhas pest to get some insurance. I spheak to my frendt, Shon Plazes, about it, und Shon he says:

"'Of course you vwant insurance. You shall come into my lodge of der United Order of Half-shells. Dot vhas an order which only costs you one dollar a year, und if you die your family puts on sthyle mit the ten tousand dollar in greenpacks. I calls a meeting right avhay mit your saloon, und we puts you through like some streaks of greased lightning.'

"Vhell, I goes home und dells der old vhomams und she says dat vhas O. K. She doan' like to see me die, but if some small-pox or yellow fever comes to Detroit und takes me avhay she likes to haf a long funeral procession und build me a grave-stone vich reads dot Carl Dunder vhas a good husband, a kind fadder, und dot he has gone to Heaven only a leedle while pefore he vhas ready. I shpeak to my daughter Katie und she shed some tears und dells me dot she looks as cute as an angel in some mourning gloze for me. So it vash all right und I sweep out my saloon und about twenty men come in dot eafning to make me a Half-shell.

"Oxcuse me is I vhas mad und use some words like a pirate. My frendt, Shon Plazes, vhas dere mit a red cap on his head und a voice so solemn dot I feels shills go up my pack. He calls der meeting to order und says I like to shoin und become a Half-shell.

"'Does he like peer?' asks some mans in der gorner.

"He does,' said Shon Plazes.

"'Und so do we!' yells all der meetin, und Shon says I vhas to come down mit der peer. Dot vhas nineteen glasses.

"Den Shon Plazes he reads from a pook mit a plue cover, dot man vhas dying ebery day so fast dot you cant count 'em, c- somedings like dot, und he calls oudt:

"'Vhat shall save dis man?'

"Und easerbody yells 'lager peer!' Dot means I set him oop again, und dot vhas nineteen glasses more! Den two men take me und vhalke me all aroundt, und Shon Plazes he calls oudt:

"‘We vhas here to-day und gone to-morrow! In der midnight, when eaferybody vhas asleep, a tief comes und shteals our life away! Vhat keeps dot tief afar off?’

"Und eaverybody groans out like he vhas dying! Cool lager!" Dot means I vhas to set 'em oop again, und dot vhas nineteen glasses more. Den Shon Plazes he leads me twice aroundt und says:

"‘Carl Dunder, you tinks you vhas made a Half-shell already, but you vhas mistaken, Put oudt your left hand! Dot das goot. Now, my frendt, vhat vas der foundation stone of liberty, equality und brodection?’

"Und eaferybody lifts opp his voice und groans oudt: ‘All der lager a man vhants!’ Dot means I vhas to tap a fresh keg; und I believe dot growd drinks more as forty glasses. I doan' like it so previous like. I didt, but my frendt Shon Plazes dells me to lie down on der table on my back und shut my eyes. Vhen I vas in position he hit me dree dimes mit his fist in der stomach und cries oudt:

"‘Vhen he vhas alife he vhas kind mit der poor; vhen he vhas deadt we forget his faults! Brudders vhat vhas der great brincible dot leads to charity und benevolence?’

"Und eaferybods shumps to his feet und yells oudt: ‘Some more lager und cigars!’ Vhell, I set 'em oop once more, und den I vhas so mat dot I take my glub und clean dot growd oudt mid der street. I belief he vhas a fraud on me. I belief dot Shon Plazes dells all der boys, und it vhas a put up shob. I lose my peer und cigars, und somebody carries off more as ten bottles of whisky from my bar, und I vhas no more a Half-shell as you are. If dot vhas some way to insure me so dot my vife und Katie haf some mourning goods und buy me a gravestone mit a lamb on top, I go out of pollyticks right avhay. Oxcuse me dot I shed some tears, und kick oaf der shairs und tables, for I vhas madt like some cats on a glozeline."—*Detroit Free Press*.

"NOW I LAY ME."

Everything has its literature. Around the most prosaic duties of life, the factors of civilization, the sports of ancient and modern times, a literature gathers, as crystals gather around a central star. It may be a literature of prophecies or a literature of memories, a literature of solid facts or a literature of airy fancies; no rule of iron can be prescribed. The Bohemians, the Greenlanders, "our brothers in black," primitive man, the man in the moon, war, peace, home, skies and oceans have clustered around

them a literature profound, pathetic, puzzling and peculiar. The literature of the children, by which is meant not the diluted reading matter prepared for the little ones, but the literature of their first loves and friendships and thoughts and unconventional ways in voluminous. Literary men delight to write of their early years, when the trail of the serpent had not yet appeared on their hearts. There is a joy in remembering that we once were pure and not given to the erraticisms, "the pomps and vanities of a wicked world." There is no "crown of sorrow" in recalling a mother's smile, a father's approbation, or even the snow covered graves in the old homestead burying grounds where they are sleeping in hope of a glorious resurrection. Perhaps one of the tenderest recollections any man can have is that of the evening prayer at mother's knee. Unfortunate is that man whose mother did not teach him at nightfall to say:

"Now I lay me down to sleep,
I pray the Lord my soul to keep;
If I should die before I wake,
I pray the Lord my soul to take."

Men say that the opening sentence of the Bible: "In the beginning God created the heaven and the earth," is sublimer in its simplicity than all of Milton's rich poetry of description. Felix Mendelssohn was impressed with the passage in the First Book of Kings: "Behold, the Lord passed by," and saw it in so much beauty that he determined to write an oratorio in which he could set it to music. "The Elijah" was the result. The prayer of childhood, "Now I lay me down to sleep," to me seems grander and truer in its spirit than the elaborate titurgy of the Anglican establishment of the stilted addresses to Deity delivered in legislative halls and religious assemblies. It is unaffected helplessness casting itself upon power; what is more or less than this cannot be prayer.

I have seen children in time of dreadful storms, when dark clouds hung unusually low, and trees were uprooted and fences blown down, and we expected the house to soon yield to the fury of the gale, steal into a corner and repeat these lines of simple faith. God knew what they wanted. What are words?

The literature which has gathered around this prayer has its burlesque, as well as its pathos. The following instance has been ascribed to too many men for us to say positively it was such a one. Two congressmen (be assured they were congressmen) were conversing, and a freak of mind utterly inexplicable led them to refer to religion. Forthwith one of them began to

eulogize the Lord's Prayer as most touching and eloquent in its diction; he concluded by offering to bet \$10 that his brother could not repeat it. The \$10 bill was covered, and the congressman began: "Now I lay me down to sleep," and repeated that prayer to the end. "I am amazed," the other said. "I really didn't think you could do it. The money is yours." Perhaps the recurrence of the word Lord is what led to this ignorance.

A large number of poems have been written on this prayer—from twelve to twenty lines being taken from each prayer. The shortest and one of the cutest has gone the rounds anonymously. In the anthology before me no name is attached. Here it is:

"Now I lay me—say it, darling!"
 "Lay me," lisped the tiny lips
 Of my daughter kneeling, bending,
 O'er her folded finger tips.
 "Down to sleep"—"to sleep," she murmured,
 And the curly head drooped low;
 "I pray the Lord," I gently added,
 "You can say it all, I know."
 "Pray the Lord"—the words came faintly,
 Fainter still—"my soul to keep."
 Then the tired head fairly nodded,
 And the child was fast asleep.
 But the dewey eyes half opened
 When I clasped her to my breast,
 And a dear voice softly whispered,
 "Mamma, God knows all the rest."

Ah, Mr. Preacher, here is a faith that argues your theology down: "God knows all the rest." It is like the faith of David when he wrote in the most plaintive of psalms: "He knoweth our frame; He remembereth that we are dust."

A mother says she saw her youngest child die, be shrouded and buried, and did not shed a tear. The evening after the funeral she was listening to the prayer of her now only child, and when the weak voice piped, "if I should die," she thought of the one whose spirit the Lord had taken. The prayer smote her heart as the rod of Moses smote the rock, and a flood of tears gushed to her relief.

The sketches of the life of the Rev. Dr. Nott relate that he sank into

second childhood. The last hour of his life was peculiarly tender and impressive. He lay on his bed blind and apparently unconscious. His wife sat by his bedside, and, upon his request, sang the songs of his youth. He was hushed to repose by them, like an infant on its pillow. Watts' cradle hymn, "Hush, my dear, lie still and slumber," seemed especially soothing. Visions of home floated before him, and the name of his mother was often on his lips. "Let us pray," he said, and all the family and friends present knelt. He clasped his hands and began, "Now I lay me down to sleep." They waited for him to continue. His wife was the first to discover that he had fallen "asleep in Jesus."

It is not proposed in this article to do more than suggest what others can do better than the present writer. Let the literature of this prayer be collected. Almost every mother can contribute to it, and he is to be pitied who would find no pleasure in it. There are common folk in the world who do not care for protoplasmic nomads of earthworms, who cannot appreciate the essays with hard names which appear in many periodicals, but they have smiles and tears for what is faithful transcript of everyday life. The literature of the heart and of home is what they love, and, after all, it is the holiest and the best.—*Cincinnati Enquirer*.

SUGGESTIONS FOR CONDUCTORS.

I wish to suggest a reform to the mighty railroad corporations who rule this land with a rule of iron and have, of recent years, become coldly reserved and icily exclusive on the vital question of free passes.

Not long erst, when the bloom was on the golden rod and September notes were beginning to fall due, I journeyed toward the land of the south, and the Prince likewise was with me. Now, the days of the years of the Prince's pilgrimage have been few and jolly, and have not yet attained unto the days of the years of his father's pilgrimage; but they will if he lives and keeps on growing. He was born a few months longer than seven years ago, which was such a famous year for colts. But his complexion is fair and his statute limited and his figure slight, inasmuch as he appeareth to be of five years or under. Now, when I got me upon the train I bought no half ticket.

As we journeyed to the southward the conductor approached a woman sitting in the seat in front of me. She had two little girls with her. Their ages were apparently eight and ten years. The younger was reading a book. They were large girls. Not tall for their ages, but pretty massive for the free-ride age. It was evident they were half-fare candidates on a fair count. In

answer to the conductor's question, the mother presented her own ticket, said that her girls were each under six years. The man with the punch said they were very large for their ages; and the woman said that size had nothing to do with it; if they were as tall as giants and under six years they were entitled to ride free, and she hoped she knew the ages of her own children. And the peculiarly red signal emphasis she placed on her double hopes made the conductor shiver. He waved his punch as an apologetic gesture, and to his great pleasure, seeking some relief from his embarrassment, he saw me. Ah! now he could quarrel with a man. He could fire me off if I refused to pay him half fare for my boy.

"How old is that child!" he demanded in pay-or-walk accent.

"Dear me," I said, "what a question to ask a father! How old is your youngest child?"

I knew he couldn't tell without thinking it over for five minutes, and so I gained time. He had the look of an old married man with a big family, so when I saw his face begin to clear up I knew he was coming at me again, I fired at him with:

"How many children have you?"

That threw him once more, and I saw him furtively count up to seven on his fingers, but I was a little slow getting into battery for the next shot, and before I could ask him their names, he charged right into my lines.

"Never mind about my children," he said, "I want to know how old that boy is."

I said: "Conductor, sit down, I can't tell you and you know why. If I tell you he is only three there will be a dreadful lie on my conscience, and I won't get my hair shirt off for a week. If I tell you the truth and say that he is seven and one-half, that woman with the two big five-year-old girls will consider it a direct insult. You have accepted her statement. Now you couldn't have the broad and massive brow to charge my boy half fare, though I swore he were forty. One liar on a train is enough. Do not press your questions and get me into trouble. I must either sear my conscience with a false statement, or get into a row with the mamma of yonder eighteen years of girls."

He saw the embarrassing position into which he was forcing both of us, and with gentlemanly consideration left me.

Now, you see the trouble is all here. In adopting a rule for dead head and half-fare children the railroad companies have acted foolishly and adopted a most absurd standard. That of age. What does a young unmarried conductor know about the age of children? What conductor, old or young, can dispute the statement of a mother? What as age to do with it, anyhow? Is that standard adopted with any class of passengers save human beings? Does it cost any more to transport a ten-year-old horse than a five-year-old colt?

The standard should be either size or weight. Then the conductor's task would be an easy one.—*Burdette in Brooklyn Eagle.*

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the twentieth of each month.

C. S. WHEATON, Editor.

JUSTICE.

In and out of our vast systems of railway service in whatever station of life man may move, he is entitled to justice; and it should be the duty of all concerned to see that he receives it.

This should be the case particularly with those employes of our great railway systems, who, many times by force of circumstances, are in charge of their associate employes.

Our attention has been called frequently of late to the fact that many conductors have been discharged, and no cause assigned for the action; if there is any act perpetrated that is dishonorable and disgraceful, it is that of a man who being but an employe like his associates, removes them without assigning a reason. There must be a cause somewhere for such removal, or the employe is not working for his own interest let alone that of his employer.

What is it? Can the man who beheads his associate and has not the manhood to give any reason for the act, stand upright before God and man, and make the slightest pretension to the possession of *one* of the essential qualifications that go to make up a true man? If conductors are dishonest let them be told of it like men, and make them suffer the just penalty for dishonesty, and we will assist by all honorable means to see that they are punished; but if you "guess" they are dishonest, do not say to the world by your act that they are, when you dare not utter it with your lips.

Viewed from a disinterested standpoint, the employe dismissed—with the stigma upon him—occupies a superior position to that of the one who branded him. Sooner or later the reaction comes, and we would much prefer his position to that of the cowardly stigmatizer.

Again, we have noticed that these flurries often occur upon a change of management, or of petty positions. Apparently the incoming force are bound to do something for the glory of distinguishing themselves, and they cut right and left, at each cut crippling their administration, although they

are so blind they cannot see it, and the road suffers by their vain, inglorious ambition.

We can point to no less than three roads that have changed their official staff a half dozen times within the past six years; and they are literally bankrupt concerns to-day. Why? Simply because the separate managements have each had a theory and would sink the world to advance it. Why, we ask, does the Pennsylvania, Lehigh Valley, Chicago, Milwaukee & St. Paul, Chicago & Northwestern, Chicago, Burlington & Quincey, and Chicago, Rock Island & Pacific railway companies take first rank as the great lines of the day? Simply because the whole system of each, is a happy family circle; the lowest as well as the highest are interested in its welfare and management.

We wish it were possible to say as much of all our lines; but it is remarkable what a difference is found in the feeling of railway employes for their superior officers. There should be no difference. Every system should encourage a feeling of equality and respect, and it will certainly be productive of great good to all concerned.

It is the mission of our order, to see justice done to all; and we point with pride to our efforts to eradicate wrong doing from our ranks.

We pledge ourselves to assist any manager in every honorable way, to rid his system of elements in our line of service, that are detrimental; at the same time we insist that all ought to act fairly and with justice towards all, remembering that it is one thing to say a man is guilty, and another to sustain the charge by proof.

As men, equal before one great Judge, we have no right to destroy in any manner whatever, that which is dearest to every man—his honor.

We repeat it; if dishonest, corrupt conductors are found, prosecute them to the full extent of the law, and relieve the service of their presence and influence, but do not say they are dishonest by word or act, unless you know it; In a word, see justice done all men, for "with what measure ye mete, it shall be measured unto you again."

LOCKPORT, N. Y., February 12, 1885.

C. S. WHEATON, ESQ., G. C. C.:

In compliance with your official order of January 24, assisted by brother J. R. Jackman of Division No. 2, I organized on February 8, 1885, at Oswego, N. Y., Frontier City Division No. 167 Order of Railway Conductors, with the following charter members: D. G. Eggleston, C. C.; C. W. Fisher,

A. C. C.; L. O. Rand, S. and T.; J. D. Hardigan, Sr. C.; J. H. Roche, Jr. C.; R. Jones, I. S.; J. B. Kintz, O. S.; and brothers James Doyle, H. L. Stewart, Jas. Clooney, Sam'l Bull, D. H. Stewart, E. C. Davis. All of the above were present and duly initiated and promoted in accordance with our ritual and laws. I desire to add that the new link in our circle of perpetual friendship enters the arena under most favorable auspices. The officers are all men of mature age and extensive experience and we may expect from them good service in the future. Four of the new brothers united with our insurance and most of them will enroll their names in the near future. You will also receive from them a large subscription for our MONTHLY. Frontier City Division No. 167 will meet on the second and fourth Sundays in each month at 2 P. M., at Engineer's Hall in R. W. & O. depot building, Oswego, N. Y. I remain

Very truly in P. F.,

H. S. CHAPMAN, D. G. C. C.

ONE NIGHT IN DREAMLAND.

It was in a far different country from this; still it did not seem as if we were in that last resting place from which there is no returning, and scarcely any seemed to be left. The usual smiling faces were lending a charm to the occasion, and even to-day I am as far from realizing where the spot could have been, as ever. Yet one thing only I remember, it was one of those havens in the voyage of life where the boat safely moored, the anchor cast, the sturdy crew resting for a while, the passengers all feeling secure and satisfied for the time being, and one in the vision as it were of a dream steps in among you all. I say that none seemed missing, but alas, I had forgotten; there were a few who had gone further on, and the boat which had conveyed them, though it bore the same colors they were flaunting in the breeze at half mast, had sailed afar off even from our earthly vision and her passengers resting on the other shore where their life's trials, sorrows and griefs we trust are as one little pebble mid the sands along the banks of the river. And as in every day life so real to us all, no one in this spot seemed loitering by the way. There were brothers from every hamlet and city and the work and labor of being of service one to another and of doing good, seemed uppermost in each mind. Brother Sadd of No. 1, sat in state in his chair of the Mutual Benefit Association, his cheerful and smiling countenance as with gavel in hand he opened the annual meeting of 1885, and the ever busy Rexinger with a parchment he held tightly between his fingers

on the face of which was printed in large letters, "Cook County search warrant," and he acting in the capacity of a public officer so deputized by the proper authority, as he vainly endeavored to find either the worthy outside sentinel of No. 1, who was seemingly absent but not forgotten or were the two good overcoats lost by the good brothers who wear their best clothes on all occasions. Here was brother Richmond, not seeming to care so much whether a perfect deluge of work was accomplished, but that what was done were well done and for the best. A little to one side sat a member of No. 3, looking perhaps a little tired and sleepy; but his looks belied him for his rest was only broken in the toilsome and laborious work of locating the permanent headquarters of the Order of Railway Conductors, and he looked pretty life-like when lifting his silk tile. He gallantly bowed and politely handed you his card and his photograph both at the same time, and his autograph thereon reading R. E. Fitzgerald, St. Louis, Mo. One brother from No. 8 who signs his name O. Sack it, I had a word to offer in regard to him but on glancing at the right hand corner of this sheet I observe it spelled O. Sackett, and for fear any compliment I might thoughtlessly give, would be returned twofold, I submit the question without argument. And in passing along a little further I espied the present chief conductor of No. 9, and this brother is undoubtedly the first one who ever read his living obituary in the proceedings as printed, of the Grand Division of 1884. And who should step up and grasp me by the hand but the old chief conductor of No. 9. Says I, "hello Cal, how is Elmira?" "Elmira," said he, "O no, I thank you, I am a—a sloughmaster gentleman from the Hawkeye state." I noticed too, he had discarded his yellow vest, dressed and appeared much like other people. Says I: "Old friend, how do you like the west?" Says he: "Just one thing more to complete my joy, send for my wife and my little boy; and if on reading this a tear should play with the muscles of his face he need not blame me for he is the author, not I, and while we were talking who should walk up but the pleasant, affable new member of the executive committee, brother Hi Hurty; he had just been having a desert of pickled hock and cabbage, and wished us to give him a testimonial to brother Daniels, G. S. and T., asking him to give his name a place in the "to let" advertisements in the Magazine as an "expert in double entry." Oh here comes brother Unkefer of No. 11, Topeka, "John Brown's state." Glad to meet him again for he sat at my right hand for one whole week and assisted me whenever his name was called in leading me to realize that he was yet alive; for how he could live and pronounce and spell that name correctly

year after year is to me one of life's mysteries. But name or no name, spell or misspell, he is always the same good brother. We walked a little further along and here came brother Stanchfield, aged 21, and by the way the last I heard of him he was preaching in Bureau county, this state, his text was "Lost, but not Forgotten." When on turning around who should I see but brother Samuel Herman of Omaha. On his left shoulder he wore a common badge very plain and unostentacious which bore the simple but effective words, "Kansas City, October 21, 1883. No magazine." On the right shoulder a silk and embroidered badge, elegant in design, which bore the very appropriate legend: "Boston, October 17, 1884. All Magazine," and the only neutral position he occupied was when being informed by the G. C. C. that time was up, he modestly sat half way down and when the same officer saw him occupying the floor again he laughingly replied he had not yet been seated. And here comes the present Grand Junior Conductor and if he and his "gude wife" will pardon our intrusion on their time and their hospitality in the past, we will continue to be the same good friends. Oh here is brother Soul, Oh no, Soule, with his buffalo overcoat on quietly puffing away at his cigar and thankful that the wind would stop blowing and something else be able to get through beside a snow plow. At a table a little further along and in one corner sat good brother Sears, and feeling that he must be going home the G. C. C. asked him to make a few remarks, and as every one attending listened, we thought his last words were full of meaning, of encouragement and goodness. Brother Chase sat smiling at some remark and he and his good wife still incessantly laboring to add to the enjoyment of all around them. Brother St. John of 104, ah yes, he runs a train in a country where, when a boy I climbed those rock bound hills and any man who in those days had allowed himself to dream that a railroad would ever be built over those mountains would have deserved, if not realized the fate of Bonapart, banished forever. And good brother Cross came along holding in his hand a January number of the MONTHLY, and on the fly leaf I noticed a word written in his own handwriting, "*Better.*" And near the last but not least, brother Carver, whom I had had no chance to abuse for so long a time, but would gladly embrace the opportunity again. And in one corner stood the G. S. and T. holding a banner which bore this inscription: "Wm. P. Daniels inventor and patentee of the only combined compiling, addressing, self feeding directing machine now known, value immense," one corner bore the words "Which way oh Lord, which way to Hannibal. And I met the good brother, your Grand Senior Conductor, who

is to you the same year after year, but a noble type of a brother, a gentleman, also a friend. And now the wee sma' hours of the night are approaching and I will for the present forbear giving the names of the many more good brothers I saw in my dream, until another time, but will remember as all will, yet many years remember full many a moistened eye that told so plainly this is a bond which binds true friends together, and few ever realized it more than when the worthy G. C. C. in leading was so willingly assisted in singing that old but still well remembered and beautiful hymn, "Sweet bye and bye." And I trust all will feel kindly toward the "chile" who is among you taking notes.

E. H. BELKNAP.

OUR TRIP.

We left Cedar Rapids on Saturday, January 31, via. the B., C. R. & N. R'y for a short trip southward through the state of Illinois. After a pleasant trip we arrived at Burlington at 8 p. m., and were soon pleasantly located at the pleasant home of our brother W. C. Cross, whose guests we were to be while in Burlington, and fortunate indeed, are they who are entertained by brother Cross and his estimable lady. On Sunday we repaired to the hall of Division No. 31, at 2 p. m., where we met brothers Allen Potter of No. 21, W. E. Forker of No. 66, and brothers B. and J. McPartland, J. R. Woods, B. McGuire, A. C. C.; George Wainwright, J. C.; H. H. Goodale, S. and T.; B. Boyers, John Tierney, John Galagan, J. McGuire, Jos. O'Keefe and John Hauk. The division was called to order by brother W. C. Cross, chief conductor, and opened in regular form. The afternoon was spent in instruction in the work of the Order, and at 5 p. m. the division closed in due form.

While at Burlington we had the pleasure of meeting brother S. B. Childs, who is still as genial as ever and still setting up nights on Nos. 1, 2, 3 and 4 between Burlington and Creston. His partners are brothers Potter, Wood, Hill, Goldthwaight and Graves, on Nos. 5 and 6 we have Knowles and McPartland, and on No. 8 and fast mail P. G. C. C. Stanchfield and Slingluff, while brother E. M. Corwin pilots specials and the pay car. Business on the C., B. & Q. is very heavy at present and every one is well employed. Some of the freight crews made forty-eight to fifty days during the month of January. We also met brother J. Evans of No. 66, passenger conductor on the St. L., K. C. & Northern railway, one of the oldest conductors in the employ of that company. Brother J. W. Working is still in charge of the

East Iowa division as train master, and is just the same as ever. Hear! Hear!! Hear!!! Next.

At Galesburg we were met at the depot by Mrs. E. H. Belknap, and were soon at her pleasant home where brother B. came at 5:30 P. M. On account of pressure of business on the lines centering at Galesburg we had to forego our meeting, no quorum being present. At 8 A. M. we left brother Belknaps' hospitable door and were again on the wing, and after four hours pleasant ride were landed at Beardstown and soon at the Park Hotel. In the evening we were met by several brothers and escorted to the division room, where we had a very pleasant meeting. We found the brothers of No. 81 earnest and energetic, and though laboring under many embarrassments, they have a fine division. We will long remember their kindness. Brother T. V. Strain was present but suffered from an injury received a few days before while coupling cars, which rendered his left hand useless. We hope he may speedily recover. Wednesday morning again we move via the O. & M. to Ashland, *where we arrived on time*. Thence to Roodhouse via Chicago & Alton, and we were soon at the pleasant location of No. 97 and in the hands of the brothers of that division. After dinner we went to the division room and spent two or three hours in discussing matters pertaining to the Order when an invitation was received from the Lodge of Brakemen in session in the building to call on them, which we did, and spent a short time in their hall. The B. of R. B. should feel proud of their lodge at Roodhouse. Judging from the intelligent faces around the room, they will be an honor to any railway organization. At 7 P. M. the business of the evening begun and we have never spent a more pleasant evening in the discharge of duty than this. At 4:45 A. M. we were again on the go, and at 8:30 A. M. were in St. Louis and soon at the LaCledé Hotel, where we were pleased to meet our brother, the grand junior conductor, W. W. Flack of No. 39. Although suffering from a sprained ankle, yet as genial and pleasant as ever. At 2 P. M. we all went to the hall of No. 3 where we met the representatives of Nos. 3, 39, 48, 55, 74 and 97. No quorum of any division being present we did not formally open but spent the afternoon in instruction. We spent the evening pleasantly in company with brothers Fay of No. 30, Forker of No. 56 and another brother of No. 30 whose name we have forgotten. Again on the go and this time in charge of brother Fred Helmer of No. 103, and quickly indeed did the time pass until our arrival at Mattoon at 2 P. M. Friday, where, in the evening we had a grand, good meeting and visit with the brothers. Saturday via P. D. & E. we journeyed to Decatur to meet No.

74, but owing to rush of business could not obtain a quorum, but spent the time in the hall giving instructions to the brothers that could get in; and at 11:30 P. M. we were en-route for Danville, where we arrived at 3 A. M. Sunday. We were surprised to find brother Lickert and others of Terre Haute at the same hotel, and we had a good visit. At 2 P. M. we repaired to the hall and spent the time until 7:30 P. M. in instruction with brother M. Kent in the chair. I am sure this meeting will be long remembered by all its participants. At 2 A. M. on board the I., B. & W., destination Bloomington, where we arrived at 7 A. M., having encountered one of the worst sleet storms we have ever seen, and the first time we ever heard the thunder roll or seen the lightning's blinding flash in the midst of a hard snow storm. It may be a peculiarity of the place, but we hope not. We had a grand, good meeting of No. 87 with brother Kaywood in the chair and closed at 1:15 P. M. On reaching the hotel we were informed that all trains out of Bloomington were annulled except the C. & A. This obliged us to cancel our appointment with No. 78 at Peoria, and we decided to make for Chicago. We were soon on board and speeding away for Chicago, where we arrived at 3 A. M. Tuesday after hard shoveling in which brother Loomis our conductor, and ye editor took the most prominent parts. After a short rest at the Tremont we were again on the way for Cedar Rapids, and were more than pleased when brother E. A. Sadd of the ever popular "Burlington Route," smiling (as only he can smile) politely demanded our pasteboards. All were in great glee as we sailed from the Union depot with two monster engines, but disappointment is the lot of man, for about four miles out we encountered huge drifts and stopped stuck hard and fast in the snow; fortunately aid was near at hand and in a short time we were pulled back and with six engines sped away towards the west arriving at Aurora at 5 P. M. We were pleased to meet many of the brothers of No. 96, and was much disappointed that we missed their meeting. Will try again. At 1 A. M. we were again under way and at 11:30 A. M. were under the hospitable roof of our Assistant G. C. C. brother Belknap. We left Galesburg at 7 P. M. and at 11:50 A. M. Thursday, were again in the office.

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FORT SCOTT, Kansas, February 15, 1885.

C. S. WHEATON, G. C. C.—*Dear Sir and Brother.*—On February 15th with the assistance of brothers E. Coman, Sholes, Latimer, Gilbert, Dutton, Clark, Fawcett and Mallady of Kaw Valley Division, No. 55, and brother Stevens of Wayne Division No. 119, Division No. 165 at Ft. Scott, Kansas,

with the following charter members was organized: A.G. White, F. M. Anderson, J. Dwyer, O. E. Grenney, S. Hubbard, J. Patterson, John Geehan, H. C. Grady, I. H. Robbins, J. R. Wright, A. J. Peacock, C. H. Gardiner, C. H. McAllister, D. Burgess, W. S. McWilliams and V. Thorp.

A special session of Grand Division was called with the above named charter members present, who having satisfactorily answered the usual questions, were obligated in the first and second degrees and duly instructed.

Meeting was opened in regular order with the following brothers in the chairs: A. G. White, D. G. C. C.; E. Coman, A. G. C. C.; F. M. Anderson, Acct. G. S. and T.; A. T. Sholes, Asst. G. S. and T.; J. R. Wright, Acct. G. Sr. C.; W. Lattimer, Acct. G. Jr. C.; H. W. Gilbert, Acct. G. I. S.; W. A. Clark, Acct. G. O. S. Brother Coman of Kaw Valley Division No. 55, then delivered a lecture upon the work of the Order. After which the election of officers took place, which resulted in A. G. White being elected C. C.; H. C. Grady, A. C. C.; F. M. Anderson, S. and T.; J. Patterson, Sr. C.; J. H. Robbins, Jr. C.; Steve Hubbard, I. S.; J. Dwyer, O. S. The new officers were duly installed by brother Coman, assisted by brother Stevens as marshal. Pleasant remarks were passed by the new officers and visiting guests. Brother Coman gave the new division its name, Ft. Scott Division No. 167. There being no further business the division was closed in due form.

Ft. Scott Division No. 165 meets in Union hall the first and second Sundays of each month, at 2 P. M. Yours in P. F.

F. M. ANDERSON, Sec.

HOBOKEN, N. J., February 15, 1885.

A special session of G. D. of O. of R. C. was held in Masonic Hall in Hoboken on Sunday, February 15, 1885. Brother F. Rosencrans of No. 52, D. G. C. C. in the chair. Brother Sam'l Phipps of No. 37, D. G. A. C. C.; J. D. Johnson, No. 147, D. G. S. and T.; John Mahan, No. 147, D. G. S. C.; T. Romain, No. 52, D. G. J. C.; E. Gerst, of 52, I. S.; W. Frazer, No. 37, O. S. The following charter members were admitted and duly instructed in the mysteries of the Order: James McCabe, A. C. Gardiner, John Hearon, S. D. Chittenden, John Hefferman, J. M. Kase, David Sanderson, J. H. Trimmer, S. I. Budd, Joseph Hough, J. R. George, Frank Gibbs, H. H. Hoffman, John Slack, A. W. Reed, C. R. Morgan, G. W. Brown, J. K. Smith, W. T. Rundio, F. J. Griffith.

The division being duly opened the D. G. C. C. appointed W. R. Griffith, S. D. Chittenden and J. R. George, tellers. The following members

were elected and installed: F. J. Griffith, C. C., Hoboken, N. J.; A. G. Tunnison, A. C. C.; W. T. Rundio, S. and T., Hoboken, N. J.; John Hefferman, S. C.; Joseph Hough, J. C.; J. H. Trimmer, I. S., John Slack, O. S. Brother J. K. Smith having volunteered to act as a candidate the following conductors were duly initiated in the mysteries of the Order: S. V. Smith, W. W. Moore, W. W. Ayres, W. W. Christine, Simon Charles, Geo. Wheeler, Hiram Devoe, Amos Bird, George W. Sweet, Whitfield Whitsell, G. W. Insho, Edgar Parks, C. O. Corby, W. R. Griffith, L. K. Wood, M. J. Breslin, A. H. Eckert, A. G. Tunison, W. V. Conover, Bateman Dargavel, W. W. Collison, G. H. Taylor, A. E. Vandever, H. L. Gardner, P. J. Hayes, T. S. Frazer, A. Ball, D. F. Stickles, J. F. Hall, G. E. Meeker.

W. T. RONDIO, S. AND T.

CONDUCTOR BRADLEY.

Conductor Bradley—always may his name
Be said with reverence—as the swift doom came,
Smitten to death, a crushed and mangled frame,
Sank with the brake he grasped, just where he stood
To do the uttermost a brave man could,
And die, if need be, as a brave man should.

Men stooped above him; women dropped their tears
On the poor wreck beyond all hopes and fears,
Lost in the strength and glory of his years.

What heard they? Lo! the ghastly lips of pain,
Dead to all thought save duty's, move again—
“Put out the signal for the other train!”

No nobler utterance since the world began
From lips of saint or martyr ever ran
Electric thro' the sympathies of man.

Ah me! How poor and noteless seem to this
The sick, bad dreams of weak self-consciousness,
Our sensual fears of pain, and hopes of bliss.

Oh grand, supreme endeavor! not in vain
That last brave act of failing tongue and brain!
Freighted with life the downward rushing train

Following the wrecked one, as wave follows wave,
Obeyed the warning which the dead lips gave;
Others he saved, himself he could not save.

Nay! the lost life was saved. He is not dead,
Who in his record the earth shall tread,
With God's clear aureole shining 'round his head.

We bow low in the dust, with all our pride
Of virtue dwarfed the noble deed beside.
God give us grace to live as Bradley died.—*John G. Whittier.*

Ladies Literature.

THE FORTUNATE ISLES.

JOAQUIN MILLER.*

You sail and you seek for the Fortunate Isles,
 The old Greek Isles of the yellow birds' song?
 Then steer straight on through the watery miles,
 Straight on, straight on, and you can't go wrong.
 Nay, not to the left, nay not the right,
 But on, straight on, and the Isles are in sight,
 The Fortunate Isles where the yellow birds sing,
 And life lies girt with a golden ring.

These Fortunate Isles they are not so far,
 They lie within reach of the lowliest door;
 You can see them gleam by the twilight star;
 You can hear them sing by the moon's white shore.
 Nay, never look back! Those levelled gravestones
 They were landing steps; they were steps unto thrones
 Of glory for souls that have sailed before,
 And have set white feet on the fortunate shore.

And what are the names of the Fortunate Isles?
 Why, Duty and Love and a large Content.
 Lo! these are the Isles of the watery miles
 That God let down from the firmament.
 Lo, Duty and Love, and a true man's trust;
 Your forehead to God and your feet in the dust;
 Lo, Duty and Love, and sweet babe's smiles,
 And these O friend, are the Fortunate Isles.—*The Current.*

In Barbadoes, one Sunday, the captain of a vessel from New York saw a very important colored lady, gloved, shoed and parasoled, walking to church with a barefooted colored servant, carrying her bag and prayer book. He was astonished that the lady of color was able to keep up so much state, but was told that the couple were sisters, and if he would only wait until next Sunday he would see the situation reversed.

FASHION POINTS.

Gold ornaments are no longer in vogue.

Black lace dresses are worn at balls and evening parties.

Plum color, dark gray, brown and black dresses are in favor with elderly ladies, both for the street and house.

Metal buttons in great profusion are again used upon the jacket, panels, and drapery of the promenade costume.

The fashionable colors of the season are steel blue, grape red, chestnut, mushroom, autumn meadow green and twilight pink.

Evening gloves are as long as ever, and always of unglazed kid or Suede, and the preferred colors are beige and tan in various shades.

A Philadelphia physician says that a great deal of what passes for heart disease is only mild dyspepsia, that nervousness commonly is simple bad temper, and that two-thirds of the so-called malaria is nothing but laziness. Imagination, he says, is responsible for a multitude of ills, and he gives as an instance the case of a clergyman who after preaching a sermon would take a teaspoonful of sweetened water, and doze off like a babe, under the impression that it was a *bona fide* prescription of morphia, whereas, in lack of this harmless little dose, he would toss about restlessly for hours.

CASE AND PAD FOR GLASSES.

Those who wear glasses can readily see how convenient the little pocket is for holding them when not in use, and the pad for cleaning them.

To make the pocket cut a piece of plush and embroider a spray of forget-me-nots on it. Line it with plush, having at first given it an interlining of crinoline and finish the edge with a fine silk cord. Join the ends in front and place a bow of ribbon at the top, with a safety pin sewed on the back of it to fasten to the dress or vest.

For the little arrangement to clean the glasses cut two pieces of plush or velvet and two pieces of chamois skin the shape of an eye glass, only half as large again. Embroider a little flower on the plush pieces; baste them on the chamois skin, and button-hole stitch them together; then tie the two pieces loosely together with a narrow ribbon.

Fraternal.

ALTOONA, Wis., January 6th, 1885.

EDITOR MONTHLY:

Division No. 94, which but a short year ago, stood at the foot of the class of divisions, is steadily climbing, and now it stands about two-thirds of the distance from the head—and in another year we hope to see it stand as the fifth number of the divisions. Although Division No. 94 is young and small, she is solid from the C. C. to the boys that sit around the hall and run the business. If all divisions would send the same delegate as often as practicable, to grand sessions, and see that he was carefully instructed in the proceedings of the past sessions, we think there would be a great improvement in the work of the Grand Division, without any grumbling.

Division No. 94 gave a grand reception with supper at the Galloway house, which was the neatest affair of the kind ever given in Eau Claire; about 200 couples attended and had an enjoyable time. Archie Jenkins was a decided success as ticket agent, Jim McCulley, who was conductor on the dance "special" and assistant door keeper was good but got worn out taking tickets and went out on the curb stone and talked politics with the boot-blacks. "Skip" Sires was chief entertainer and toast maker at the supper table, while Mike Towey was master of ceremonies in the Irish trot. The net receipts were \$100 in cash, and any amount of fun.

Division No. 94 is going to send, if possible, every member's name and the necessary fee, to the Insurance association on the beginning of the new year. No. 94 is going to be solid in the insurance if it disables the concern. We would like to see all divisions "go and do likewise." Make a success of the insurance is the wish of No. 94. We all unite in giving thanks to our C. C., Frank Briggs, and A. C. C., C. W. Merriam, for their hard work in our behalf. Both of these gentlemen have worked hard the past year for the success of our Order and of this division, losing time, doubling the road and using every effort to get the division in good working order. They can now, with pleasure, look back over the past year and see the happy success of their labors. We hope they will continue their labors in our behalf in the future with the same, or if possible, better success. Brother Briggs was unanimously re-elected C. C. of this division for the ensuing year, the boys taking that method to show their appreciation of his efforts in their behalf.

Brother Jenkins of Division No. 40, has been promoted from conductor-

ship and now sits in a cozy office, smokes good cigars, toasts his shins and lays us more unfortunate boys off thirty days for any and all offenses.

Brothers Brown, Pearsoll and Wilkey still have fat times on the East end. They own fast horses and bicycles and spend their leisure moments in killing deer on Tunnel hill. Brother Merriam is also on the East end and runs freight one way and passenger the other. Charles is so happy that he wears a smile all the time, and the girls along the road think he is smiling on them, and therefore wave their handkerchiefs and other white things at him as he passes by.

Nearly all of the West end men are Order men and everything runs very smooth, with the exception of the "speed record department;" four of our best men being dismissed on account of these useless appendages, during the past month.

Brothers Burns, Towey, Tressler and Sires are happy and walk around with a swagger and a big club. They are not bad men as one would think, they merely have beautiful, new red caboose cars and use the club to kill people who desecrate the floor of these cars with tobacco or "yaller" mud. Brother Jim Condet, who wears a gilt edged cap, a red head and a wonderful smile and runs the "Cannon Ball" between Eau Claire and Chippewa Falls, is studying music and sets up all night to do it. He has a handsome young lady teacher which accounts for it. Brother Bailey, whose road got angry and left its bed this fall during the flood, has coaxed it back again and is wearing brass buttons and punching tickets and river men on his old run. Dave is a great worker and a star member of our division.

Brother C. C. Teun, who has his headquarters at Black River Falls, has been very ill the past month but is recovering. Clare is a genial gentleman and we all want to see him back on his train, able and willing to "whale" any fault-finding workman that is on it.

Our genial secretary and treasurer, Jerry Cavanaugh, who represented us at the Grand Division, has returned much fleshier than when he left us, but he says the flesh did not come from Boston's baked beans, or beverages, but from fierce experience in walking from hall to hotel four times per day at the rate of fifteen miles per hour. Jerry has been on the sick (?) list for a few days but is out now wearing a sunny smile and a red flag around his neck.

Hoping that with the coming year the "MONTHLY" will be a grand success, which under its able editors and manager, is certain, and wishing the "MONTHLY" and everybody a merry Christmas and happy New Year, I am yours in P. F. JOSH.

BROTHER WHEATON:

Thinking it might be of some interest to your readers I have written a brief sketch of our trip to Boston to attend the convention of the O. R. C., although it may not be as interesting as some of the travels of Gen. Grant, (who I believe went clear around the wheel, while we only got as far as the hub). However, our stay in Boston was attended with several incidents that will be interesting to at least some of the Order.

To begin with, we left Chicago October 19th, by way of the Chicago & Atlantic railroad, with brother Moore of the Huntington division, as far as Huntington, where brother Fletcher took charge of us as far as Marion, there we met Conductor Cole, an old Brotherhood man who is going to join the O. R. C. at Gallion at an early date; we enjoyed his society from Marion to Kent. Here we had a nice breakfast on the train and also met brother Clancy of the Salamanca division. Here let me say that if brother Clancy makes it as pleasant for the brothers of his lodge as he does for his passengers, he is quite an acquisition to their order. He left us at Salamanca at 3:50 P. M., with seventeen coaches. Then brother Farnham of Elmira division, had charge of us as far as Binghampton, where we met brother Sullivan of Binghampton division; we went with him as far as Troy, there we met conductor Smith, who is not of the O. R. C., but is one of those congenial men that makes one feel that he is not a stranger. We hope we will have the pleasure of meeting him again; he left us at North Adams.

We now enter the old Bay state, where people do not ask for blessings but get up on the mountains and reach for them, and pass through Hoosac tunnel which is a lasting evidence of New England enterprise. Conductor Kingsbury has charge of us from North Adams to Boston. He is not of the Order, but we draw no line between those who do and those who do not belong to it, they welcome us on from one to another. Brother Rice of Battle Creek, reports that they are all full at Boston; whether he means the conductors or hotels I will tell you later. Brother Smith of the Buffalo division, the eleventh hour man, who is a batchelor and thinks he will have to go west for the girls here have pulled the wool over his eyes until they have pulled it all off the top of his head, has just joined us. We were just expressing great sympathy for him when the conductor came to tell us that we had just reached Boston, the so-called hub of the universe. We now go to the American House where our first greeting is "don't blow out the gas," but then Chicago people are not supposed to know anything about gas.

Wednesday morning found us all in good spirits and ready for the con-

vention but as I had been unfortunate enough to leave my pass word at home I of course was excluded, so I spent my time in exploring the city. After visiting the art museum, Bunker Hill and South church, where I spent one day among the relics of the May Flower, I went to Plymouth Rock, Harvard college and the home of Longfellow, but for the want of space cannot tell of the things both beautiful and interesting which I saw. Then we had a delightful excursion down the bay, given by the mayor of Boston in honor of the ladies. We stopped at Deer Island on the way back to see the state prison and were very much surprised to find a large number of the O. R. C. boys there.

Now a good story must be told of brother Randall of Louisville, who becoming rather tired of the convention took a small skiff and went out on the bay by himself, but what was our surprise on seeing him burst into the parlor half an hour later very much frightened and with the extraordinary story that two seals were swimming in the bay. Strange to say the ladies were not so badly frightened as would have been supposed at such news, but rather seemed to enjoy the fact that there were seals in such close proximity and were somewhat disappointed when the committee which had been sent out to investigate the matter, came back and said they were not seals but that it was a Boston girl learning to float with her feet on the surface of the water. If brother Randall had been a Chicago man he would have known better than that, as he could have seen real seals in Lincoln park.

At last the convention is over, the last degree taken, being "Oh my," and we are homeward bound after spending a very pleasant week, and one that will be long remembered.

I close by hoping that all members of the Order had as much pleasure from the trip as I did and that I may have the pleasure of meeting all of them again at Louisville one year from now. Until then I am very respectfully yours,

MRS. M. T. HINCKLEY.

DEAR FRIEND WHEATON:

At your request I drop you a few lines in regard to my trip west. I left Ralston at 11:15 A. M., Williamsport 3 P. M., Lock Haven 4 P. M., Belfont 5:15 P. M., Pittsburg 11:55 P. M., arriving at Chicago at 7:35 P. M. Thursday. While at Chicago I was introduced to Mr. J. C. Walters, engineer of C. & N. W. railroad. After having a pleasant chat with others, whose names have escaped my memory, I left Chicago on the 9 o'clock express and arrived at Oshkosh at 3 A. M. Friday, where I met my brother, whom I had not

seen for sixteen years. After spending a week at Oshkosh I took the 10:45 A. M. train on the W. C. R. W., where I met conductors W. B. Wolford and Wm. A. Webster, the latter of whom I took supper with at Abbotsford, arriving in Eau Claire at 7:36 P. M., where I was introduced to conductor McKee, who escorted me over the ferry to the west side where I met another brother whom I had not seen in sixteen years. After spending a few days at Eau Claire I took the 1:15 P. M. train, where I met conductor J. F. Allen and engineer J. O. Watson, arriving at Abbotsford just in time to enjoy a good supper with the W. C. R. W. boys. Soon the Milwaukee train hove in sight and I grasped their hands to give a good-bye shake to some of the noblest hearted boys of the west. Conductor Clark was in charge of the train from Abbotsford to Stephen's Point, and I had the pleasure of a pleasant chat at intervals with the above named gentleman, whom I am informed is an old soldier of the throttle. I arrived home at 7 A. M. Saturday, and I am sorry to say that I did not meet a conductor east of Chicago who belonged to the noble "Order of Railway Conductors",

JOE CANTHOOK.

ROCHESTER, N. Y., January 18, 1885.

EDITOR RAILWAY CONDUCTORS' MONTHLY,

Dear Sir: As correspondent of the MONTHLY I fear I am not very attentive to my duties. Will try and write enough to let our brothers know we are still alive and at work. Since January 1, 1884, we have added to our membership thirty-seven members: one by re-instatement, one by card and thirty-five new brothers, and of the best of material, all in active service as railway conductors. Two candidates were initiated at our last meeting, three were elected to membership and one application received. These results are not accomplished without work, but our officers and brothers are all very much interested in the Order, in Division No. 8 in particular, and cheerfully assist each other on all occasions when work for the good of the Order is to be done. Some changes have been made among our members on the Erie & R. and P. R'y. Brother J. B. Howland has resigned the position as conductor on the Erie and accepted the position of depot master at Syracuse on the N. Y. W. S. & B. R'y. There are rumors of several changes on the Erie under the new management. That of increasing our runs is the most important scare at present. We hope this will prove unfounded as the runs are generally considered hard enough now. The

changes on the R. & P. are only a change of men from one division to another. Our old members all left with us yet, however. Brothers Nash, Steims, Schindler, Pitts, Vandenbaugh and others are very regular attendants at our meetings and we hope to keep them with us. Brothers Shultz, G. H. Brown, McMahon, Caffery, of the Erie; brother Spelman of the W. N. Y. W. S. & B.; brothers McManus, Clark, Burns and others of the N. Y. C. & H. R.; brothers Caryl and Godfrey of the B. N. Y. & P.; brothers Maleady, McGannon and I. T. Brown of the S. G. & C., with brothers Phillips and Chadwick, are all found at our meetings very regularly. Our new division rooms are very pleasant and centrally located, which is an important matter to consider in looking for rooms for a division. Any brother who may be in the city over Sunday may always consider himself welcome to our division. Grand Chief Conductor Wheaton visited our division on November 30, 1884, and your correspondent escaped a lecture from him by being obliged to leave before the closing of the division to catch a train for home. Come again brother Wheaton, we'll stay it out next time.

Yours in P. F.,

"PLAIN ERIE."

—The *Railroad News* for January prints quite a long editorial on blacklisting. We clip one part and give it as printed: "But this blacklisting we condemn as unprincipled, unjust and illegal and should be exposed by the press everywhere and rebelled against by every man who is, or believes himself suffering under the policy." In another part of the paper we find the following: "Mr. F. H. Seakins was discharged for loading his caboose with old iron to make it heavy so the brakes would hold more. Mr. Barnard takes his crew. The York House jury decide that L. S. Appleby conductor, who ran into the side of train 37 at Bucktooth, December 14, together with D. A. Bagley and W. F. Meddaugh brakemen, should be discharged. It seems that train 26, James Caldwell engineer, was held at Bucktooth for 37, but by some cause 37 knocked four cars off the track and badly disabled engine 150. For that reason the jury discharged Appleby, Bagley and Meddaugh." Oh, boys, don't do it any more.

—Brother Norman Booz, formerly yard master at Kansas City, has been appointed general yard master at Wehauken, N. J., on the N. Y. W. S. & B. R. R. He attended the convention held at Denver in 1883, as a delegate from Division No. 14.

Yard Masters' Department.

At present our association seems to be the special target of some parties who willfully desire to misrepresent our position, and from all that is written and printed no one seems willing to father his views. Assertions prove nothing and those who write criticising our laws and position are very careful not to put their names to the articles of condemnation. The statement that several railway officers have condemned the position without the names or position, carries no force whatever. They may be from officers of lines in charge of large numbers of men, and they may not. The chances about 1,000 to 1 not, and when you take into consideration the facts of the case in the face of the much condemned position of the association, called by every name almost in the vocabulary, we have increased our membership this year more than any previous year, yes, than any three years previous combined. Now can we believe that these periodicals that clamor for popular favor, voice the sentiment of the yard masters of the country? No! The very facts are against it, and the acts of the men themselves who enter the association speak louder than the words of self appointed champions of a few who are never at peace unless they are at war. And we reiterate that the convention at Milwaukee over two years ago, we believe was composed of men of intelligence. Their very position stamp them as such, and they did as they pleased with their laws and laid the foundation of one of the strongest pillars of the association. The conventions that followed were equal in intelligence and gentlemanly bearing, and they by a unanimous vote brought their laws where they are, and we believe to a man will stand by them. We were not in favor of Philadelphia as a place of meeting but now believe that it will be of great benefit to the association to go there, and no doubt transportation can be obtained for all who desire to attend. At least it is not well to prejudge the case; it will be time enough to cry when hurt. At the present writing we have reason to believe it will be one of the largest and most enthusiastic meetings we have ever held. The members of the association truly have reason to be enthusiastic, from the fact that last year we added 337 members and this year so far 360, and yet we have three months to work, and if the same ratio is maintained we will go over 400 by June 1, and we feel inclined to say if all members of the Y. M. M. B. A. would exert their influence in their *own* behalf and not criticise their officers for what they are trying their best to do, we would gain not 400 but 1,000 members this year. But so far as the fusilade is con-

cerned we care not. We are sure it has given the association a grand, good advertisement, and is one secret of our increase in members; for yard masters are thinking men and are not governed by any abuse that may be fired at them on account of the disappointed ambitions of self appointed champions; and we believe the time will yet come when railroad men of all classes will look more to their own interests and cater less to the visionary ideas of those who have not now, nor ever had a grain of sympathy for us as a class. only so far as that sympathy is stimulated by a monied consideration. Men and brethren do your sympathy and assistance in your hour of trouble come from these men? No sir! It comes from your own class who have followed the same hazardous occupation year after year. They have true sympathy, for they know from experience whereof you suffer. Let us then of one accord support our association, first, last and always, that we may receive the greater benefit.

CONNELSVILLE, Pa., January 26, 1885.

Special to CONDUCTORS' MONTHLY JOURNAL.

A branch of the Yard Masters' Mutual Benefit Association of the United States and Canada, was organized here to-day under direction of President J. C. Campbell of Derry, Pa. Representatives of the Pennsylvania railroad, Baltimore & Ohio railroad, and Pittsburg, McKeesport & Youghiogheny railroad companies were present. J. O. Burkholder was elected president; W. H. Thomas, vice-president and Geo. M. Hughes, secretary and treasurer. F. W. Ruple, Gerge W. C. Day and L. E. Angell compose the executive committee, with fourteen members and good prospects for a rapid increase.

X. X. X.

BOSTON, Mass., February 16, 1885.

Massachusetts Division No. 45, Railway Yard Masters' Association, gave their first ball at Monument hall, Charlestown, on the 12th inst. The object was not only to give a little enjoyment to the members, but also to start a fund that might be used for charitable purposes in the future. In both efforts the division was entirely successful. About 150 couples danced to the music of Messers orchestra until the wee sma' hours. Everybody present pronounced it the most enjoyable occasion of the season. The supper was by caterer Hicks. His reputation is too well known to need comment. The managers worked hard and their efforts were well rewarded. The floor was under the direction of M. H. Cross assisted by T. W. Bur-

rows, O. S. Terry, A. V. Bartlett, J. W. Carney, G. W. Langley, W. P. Thompson, T. E.; Gill, F. D., Justis, H. W. Mallard, R. O. Libby and N. B. James. These gentlemen were indefatigable in their labors and did everything in their power to make the people happy. That they were successful was evidenced by the fact that nearly everybody remained until the end of the program was reached. Representatives were present from all roads centering here

Truly yours, M. H. C.

EVANSVILLE, Ind., February 4, 1885.

C. S. WHEATON:

DEAR SIR.—The following named members of Terre Haute Division No. 10, Y. M. M. B. A., visited our city February 1, 1885: H. T. Niemyer, Pan. railway; W. Stewart, Pan.; Chas. R. McCary, Pan.; Fred Klein, E. & T. H.; Geo. W. Howard, E. & T. H.; J. D. Westan, E. & T. H.; D. O'Niel, I. & St. L.; J. Berry. C. & E. I.; J. N. Wohnhart, I. & St. L.; also J. R. Johnson, Pan. R'y, Brazil Ind. They brought Joseph Sanger, our worthy grand secretary and treasurer, with them. We all had a very pleasant meeting together and hope that the bops will come down to visit us again soon.

Speeches were made by Joseph Sanger and other members of our association. A vote of thanks was given to Mr. D. J. Mackey, president, and J. L. Teague, T. M. of the E. & T. H. R. R., for favors shown to members of Terre Haute Division over their road. Would like to ask Chas. McCray how about the bum.

Truly yours, X.

JERSEY CITY, January 10, 1885.

MR. EDITOR:

I notice the Yard Masters Department has some room to spare, and in appreciation of your kind offer in the January number of the MONTHLY, I will say something in regard to our association. We have now 360 new members since our last annual convention, which shows the prominent position it is taking in railroad organizations. Division No. 37 deserves commendation for the stride it has taken since it was organized in Philadelphia, November, 1884. It has a membership of sixty and is enlisting more at every meeting. It will be a pleasure to shake hands and make the acquaintance of our new Quaker friends when we meet them at the next annual convention to be held June 9, at the City of Brotherly Love.

Division No. 43 meets on the fourth Sunday afternoon of each month instead of the third Tuesday night as formerly, and we find by this change we are enabled to get a better attendance. We are increasing our membership steadily along and working to make our division one of the strongest.

We must not close without saying something in regard to the worthy progress the MONTHLY is making, and by its efforts is making the order it advocates one of the strongest in railroad organizations. We certainly have a paper for our organ that we can take to our homes without fear the reading matter it contains will reflect evil upon ourselves or our associates. Compare it with the paper that was representing our interests some time ago, that was devoted to railroad matters exclusively, full of slang phrases (excuse the slang) and its columns devoted to ridiculing ourselves and our associates. THE RAILWAY CONDUCTORS' MONTHLY contains a variety of reading matter that is instructive and entertaining, and its success is established.

Yours truly,

CORRESPONDENT.

INDIANAPOLIS, Ind., February 9, 1885.

DEAR JOURNAL:

In the past six months my attention has been repeatedly called to our action in convention at Atlanta, in relation to blacklisting employes, and I take this method to put ourselves right in this matter. There was no intention in the least to blacklist anybody, especially in the manner some people would make believe, and we do not, and did not consider it blacklisting. The idea was just this: In order to stop or remedy the careless and migratory habits of switchmen and train men, more especially the former, as we deal with them more directly, was to have them show a letter from their last employer stating why and how they left their service. How many men have we in large railway centers where there are from five to fifteen yards, that have worked in each and all of them at different times on account of his carelessness, or perhaps worse, intoxication. Such was the aim and desire of the executive committee when they embodied that resolution in their report, making it compulsory on men seeking employment to show why they had left their former employer. If it was on account of intoxication you declined to give him work he would go to the next yard and and to the next yard or train master, as the case might be, and to perhaps all of them before succeeding in procuring a situation. Don't you believe, dear reader, when that man was alone and in the solitude of his own thoughts he would stop

and reason with himself almost in these words: I must quit drinking for if I lose this situation I am done for in this vicinity and will be compelled to go further, and perhaps fare worse. Don't you think if that man quits his bad habit it would be much better for him and his family as well as the company that employs him, and in the end he would see his folly and say amen to the men or association that first inaugurated the would be called blacklisting. I see by the —— that we have lost one member by our action in Atlanta, I also am informed that our membership has increased 130 over the same time a year ago. Among those I find that fully one-half of them come from the east, where a few years back we had scarcely a member. If our blacklisting was such a terrible thing would those men have come to us? Not much. They wanted to see something whereby their employers would be benefitted as well as themselves, before they took hold, and in that resolution they could see a better, more sober class of men springing up from day to day and year to year, and they say one to another, that association has now the right ring and I will be one of them. So it will go to the end of time, getting better and better. To my own personal knowledge my own superintendent approved of it heartily and is hand in hand with the Y. M. M. B. A., or any other association that tends to better the condition of the railway service, and you do not hear a man saying ought against it, be he switchman or be he superintendent. For what is good for the road is good for the superintendent, and what tends to better the road is better for the employe. And now right here I will say that a man so degraded or worthless that can't obtain a letter from his superior is certainly not worthy of his hire. And on the other hand, if his superior through personalities declines to give him a letter stating when, where and why he left the service, is beyond question unfitted for the position he is occupying.

Very truly yours, J. Q. H.

—H. B. Morse, general yard master of A. T. & S. F. R'y at Emporia, Kas., has been appointed assistant train master on that line. Mr. Morse is a worthy member of our association.

—Mr. Walter H. Stiles has been promoted to the position of general yard master, filling the position made vacant by the promotion of Mr. Morse. We wish them success.

Railroad Rumbblings.

—The N. Y., L. E. & W. R'y Co. have in their service 31,000 cars of all classes; 8,000 of which are built expressly for the coal service.

—Brother J. R. Hawkins and Train Master H. S. Storrs were injured in a wreck Sunday, February 8, 1885. Brother Hawkins was injured badly in the left hip and back. Brother Storrs was bruised in the right shoulder and arm but is able to be around. The wreck occurred to passenger train No. 3, and was caused by a broken rail. Two coaches and a sleeper were badly wrecked. A number of passengers were badly injured.

—A branch of the order of the Brotherhood of Sectionmen was established Thursday night by Grand Section Commander Wm. Twohey, with twenty-one charter members. The object of the brotherhood is advancement in their line of service and mutual protection in the matter of remuneration. Mr. C. E. Bush has kindly tendered the order the use of his hall at the M. & O. crossing until they can find suitable quarters. They will no doubt fit out a grand section house castle soon.

—“Mr. R. D. Welch, trainmaster, has resigned. Mr. C. A. Timewell is appointed trainmaster of the 26th district, with office at Moberly, Mo. Mr. James Laughlin is appointed trainmaster of the 27th and 29th districts with office at Moberly, Mo., appointments to take effect February 10.” The above was issued by A. G. Butler, superintendent of the Wabash railway, and approved by A. A. Talmadge, general manager. Brother Laughlin will be well remembered as our Past Grand Senior Conductor. The promotion could not have fallen on worthier shoulders than his. We wish him abundant success.

—Brother H. S. Storrs of Division No. 21, who has been filling the position of assistant train master for the past year at Creston, Ia., has lately been appointed train master of the West Iowa division, C., B. & Q. R. R., viz: Brother L. E. Sloat resigned. Brother Storrs is the right man in the right place and his appointment will give general satisfaction both to the officials and the employes of the C., B. & Q. R. R. at Creston. Mr. A. K. Stone, a freight conductor of the West Iowa division, has been appointed “acting assistant train master” to fill the place vacated by brother Storrs’ promotion. Mr. Stone is a first class train man and no doubt will give satisfaction in his new official position.

—"Mr. Ed. Coman is hereby appointed Western traveling agent of this company, with headquarters at room No. 9, Union depot, Kansas City, Mo. Mr. Coman will have charge of passenger business west of the Mississippi river and north of the W. St. L. & P. R'y in Missouri, between Hannibal and Kansas City, and all points north of and on the A., T. & S. F. R. R. from Kansas City west. Mr. Sam'l Rodgers, passenger agent, Kansas City, will report to Mr. Coman." All will be pleased to read this circular which is signed by Mr. L. B. Hynes, general passenger agent Southern Kansas R'y company. A worthier selection could not have been made as brother Coman is one of the most popular passenger conductors in the west. Ed. we congratulate you.

—The blank printed herewith explains itself. We are not advised of the originator of it, so simply publish for general information.

THE MISSOURI PACIFIC RAILWAY.

LEASED AND OPERATED LINES.

Daily Report of Passengers, Getting On and Off Trains, who do not Purchase Tickets.Dir.
..... Station
Date.....'84

Date.	No. of Train.	Conductor.	Name of Passenger.	Postoffice Address.	Destination.	Ticket Office, open or cl'd	Remarks.

NOTE.—Agents will send this report daily to D. Brock, Superintendent Transportation at St. Louis; when nothing to report use form No. 229.

.....Agent.

—Brother L. O. Rand, secretary of Division No. 167, enjoys the reputation of being the most truthful man in the service of the R. W. & O. R'y Co., and careful inquiry failed to discover anyone who in the most remote degree could doubt his veracity. But had it not been for the strong endorsements of his friends and neighbors we might have doubted the following story which brother Rand says is "true upon his word of honor." Once in Massachusetts, (brother Rand's native state) the wind attained such extraordinary velocity that it blew a thirty-foot well out of the ground, and on top of a three story building, where the bottom fell out of the well and four persons were drowned. Now I know some will think the above almost impossible, but if there is any place in the world where it could happen, Massachusetts is the state. And brother Rand cordially invites you all to eat Boston beans, brown bread and doughnuts with him at your convenience.

—Receiver W. R. Woodard, of the Texas & St. Louis, is as compactly built, well formed and muscular a man as there is in St. Louis, and it is ru-

mored that he is no mean adept in the "manly art." Some time ago while the road was experiencing difficulty in meeting its pay rolls, a big, brawny employe became angry because he was not paid at the exact moment his salary was due, and went to the general offices on Fourth street to "have it out with the big bugs," as he expressed it. After blustering around the different rooms and raising considerable excitement among the gentlemen in charge, he finally burst into the office where Gen. Woodard was at work, and shouted: "By G—, I want to find some of the fellows what's running this machine. I want to pulverize a big bug." The general manager looked up from a letter he was writing, took in the whole situation, laid down his pen, and, rising to his feet, said quietly: "I shall be happy to accommodate you, sir." About thirty seconds later the searcher for "big bugs" shot out of the street door like a thunderbolt, looking as if he had been through two or three wars. As he gathered himself together and limped away, he was heard to say: "That big bug is too d—d big for me." His experience with the general manager had lasted through a hall and down two flights of stairs, and he had been "accommodated" to his heart's content.—*St. Louis Globe-Democrat*.

—S. S. MERRILL—STORIES TOLD OF THE LATELY DECEASED MANAGER OF THE MILWAUKEE & ST. PAUL RAILWAY ILLUSTRATING HIS CHARACTERISTICS.—Some ten or twelve years ago there was employed in Mr. Merrill's office a clerk in whom complete confidence was reposed. He was intrusted with many of the corporation's secrets and given the handling of funds in large amounts. Unfortunately the young man commenced sowing his wild oats, found his salary insufficient to support his extravagance, and frequently abstracted small amounts from the railway company's funds to meet the deficiency. These amounts gradually increased in size until the young man, realizing the position he was in, made one grand haul and left for parts unknown. His departure led to a discovery of his peculations. The information was communicated to Mr. Merrill, who, after a moment's reflection, sent for the company's special agent and ordered that official to institute a search for the absent clerk. "Follow him," said Mr. Merrill, "to China if necessary, and bring him back, Keep the matter quiet and spare no expense in bringing the young man back to this office."

The few other persons who knew of the embezzlement were enjoined to strict secrecy, and very few ever learned of the facts. Any inquiry which might be made regarding the young man's absence, was met by the reply that he was taking his summer vacation, but just where was not known.

In the meantime a diligent hunt for the young man was in progress. He was traced to Detroit, and from there through Canada to the Atlantic coast, where he sailed for Europe just twelve hours in advance of the special agent's arrival. Authorities on the other side of the Atlantic were cabled, and the young man's arrest ordered. This was successfully accomplished, the clerk was returned to America and transferred to the custody of the railway company's agent. To that official a full confession was made, and, finding himself completely in the company's power, the young man calmly contemplated his fate, expecting nothing else than a State prison sentence.

He was quietly taken before Mr. Merrill, who, to his complete surprise, approached him pleasantly, took him warmly by the hand, and said: "Well, back again, I see. Sorry you staid away so long, as we needed you. Had a good time, though, I hope. Now G——, your desk is just as you left it. No one has disturbed a paper, and you can get to work at once. Here, look over these accounts and see that they are properly checked."

The young man, dumbfounded at this reception, as in fact was the special agent, burst into tears, and could not fully realize the situation, until Mr. Merrill again broke in with: "Come, what are you doing there? Get into that chair as quick as you can and check those accounts. And, by the way, I don't want to ever hear a word regarding certain events of recent date, which you perhaps know of."

The young man did go to work, began a new life, attended to his duties as he never had before, advanced himself in rank as a railway employe, made good to the company the amount he had stolen, and several years later left the company with as good a letter of recommendation as any man ever received. He to-day occupies a prominent position with one of the leading railways of the country, and for it thanks his old employer, S. S. Merrill.

Manager Merrill's regard for faithful employes is well illustrated in the following incident: A colored boy, who had some time previous served as a porter on Mr. Merrill's private car, and who had rendered excellent service in that capacity, was accidentally killed. Upon learning of the accident, Mr. Merrill immediately gave orders that every necessary arrangement for the funeral service and burial of the young man be made, his own purse contributing to that purpose. The day of the funeral chanced to be an unusually busy one at the general manager's office, and from early morning the place was fairly besieged with callers desirous of making contracts for rail, ties, spikes, and other supplies, representatives of various corporations, and

individuals having personal matters to attend to. Mr. Merrill disposed of them as fast as he could, but as the day moved on into the afternoon there was yet more than a half-dozen in waiting. Ascertaining the wants of each, he granted an audience to those with whom a meeting could not be conveniently postponed, and then, passing into the waiting room, he said: "Gentlemen, you must excuse me to-day. I have not time to consider your cases this afternoon, as I must attend a funeral."

And in the midst of the lowly but honest-hearted people who were present at the faithful porter's funeral was Manager S. S. Merrill.

The purse of Mr. Merrill has scores of times been quietly opened to the relief of poor and needy persons, and it will never be known what amount he has distributed in this quiet manner. Several years ago a subscription paper was circulated in the Milwaukee & St. Paul's general offices to raise a few hundred dollars for the relief of a deserving person. It chanced that Mr. Merrill was out of the city at the time, and before he had returned the required amount had been raised and turned over to the person for whom it was intended. A short time after that Mr. Merrill heard of the transaction and immediately summoned the person who circulated the subscription paper.

"How much did you put me down for?" inquired Mr. Merrill, drawing his pocketbook. Nothing! Do you mean to say that you permitted that list to be closed without my name on it? Now never let that thing occur again, if you wish to be friendly with me," and the circulator readily saw that Mr. Merrill felt injured that he had not been permitted to contribute his portion to the charitable fund which had been raised and turned over.—*Milwaukee Sentinel.*

—J. M. Ferris, the late general superintendent of the Nypano, has been in railway service continuously, with the exception of nine weeks, since 1856, when he began as a clerk on the Cleveland & Toledo road at \$30 a month. He worked his way up from a clerk in the general offices to way-bill clerk, when he worked opposite Mr. George Vaillant, now general freight agent of the Lake Shore road. Subsequently he went to Sandusky, as freight and ticket agent. In 1866 he was made freight agent at Cleveland of the A. & G. W. road, and at the end of three years he was appointed superintendent of the Mahoning division of the road. From 1881 to 1882 he was superintendent of transportation on the N. Y., P. & G. road, and from 1882 to May 1, 1883, general manager of the same road. He has been general superintendent since May 1, 1883.

—At 3 o'clock this morning an extra freight train from Philadelphia, owing to a broken truck, stopped upon the bridge over the Raritan river at New Brunswick, N. J., for repairs. While waiting a through southern freight which left Philadelphia at 10:30 o'clock last night, came dashing along through the city, and not until within 500 feet of the extra, did the engineer see it. The brakes were applied to no purpose. The engine of the freight struck the caboose of the extra, telescoped it, struck an oil tank, of which there were four in the train, and an explosion followed. The burning oil and wrecked cars were thrown over and down from the high bridge into the streets below. The burning oil ran through the gutters down the streets to Raritan canal. This being covered with ice, the oil ran over and down the canal to the wall paper manufacturing establishment of Janeway & Co. This was soon totally destroyed, together with seven dwellings opposite. In the immediate vicinity of the collision, and just under the long bridge, was a building used as a box factory by the Consolidated Fruit Jar Company. This was soon totally destroyed, and the flames then spread to the main factory of the company, which was also totally destroyed. By 6 o'clock this morning the flames were under control. The woodwork of the bridge was burned. The damage to the structure is not yet estimated. Engineer French and Fireman Harrison, of the regular freight, jumped from the engine when they saw the inevitable collision, and escaped with but few bruises. A brakeman on the front of the train, Frank Dumas, of Kensington, Pa., failed to jump, and was carried down in the wreckage into the street below, and was roasted to death. Patrick Dougherty, a young mechanic of this city, foolishly entered the burning building of Janeway & Co., in search of tools, and has not been seen since. It is feared he, too, became a victim of the most terrible fire this city ever had. But for the favoring wind, the whole manufacturing part of the city would have been destroyed. At no point on the whole road could the accident have occurred at so disastrous a place. The burning oil and cars were literally poured over and flung upon the roofs of the manufacturing establishments. Only a battered locomotive and an unexploded oil tank stand upon the track. It is now thought that the two brakemen on the oil train were also burned to death. The loss is estimated at between \$800,000 and \$1,000,000. Fire engines were sent to the aid of the burning city from Elizabeth and Jersey City. Only one span of the bridge is damaged. The bridge was the finest on the Pennsylvania road. All travel on that road is greatly delayed as long detours have to be made. Later.—The loss on Janeway & Co.'s buildings,

stock and plant, is \$175,000; insurance, 61,000. The Consolidated Fruit Jar Company's loss is \$500,000; fully insured. The loss by the railroad can not be ascertained for lack of willingness on the part of officials to impart news. The loss on dwelling houses is \$10,000. The insurance is distributed among a large number of companies. The bridge is not weakened and trains are now running on time. One of the burned buildings was a stable containing a number of horses, all of which were burned to death. The accident was caused by the carelessness of the telegraph operator in not giving the proper signals on the east side of Raritan.

—The most reliable official figures that can be found show that there are 29,227 locomotives of all kinds belonging to the railroads of North America. Reckoning on the life of a locomotive at twenty-five years, it ought to require the construction of 1,169 locomotives annually to maintain the stock of engines. A great many locomotives kept on the motive power list are doubtless out of service; but making free allowance for this, the figures indicate that in the last year the renewals of locomotives have been far below the necessary requirements. Many of the engines built do not represent maintenance of stock, but were called for by new roads and extensions. Renewals must be made some time to fill the blanks left by wear and tear, and those who delay longest in getting their motive power put in order will pay heaviest for the work when it can be delayed no longer.—*American Machinist*.

—DEATH OF STEVE WIGGINS.—Steve Wiggins, conductor on the through Richmond, Ind., freight on the Cincinnati, Hamilton & Dayton road, was run over and killed yesterday morning about 4 o'clock, between Brighton Station and the Stock Yards. Seven cars passed over him and literally cut his body in half. The train of which Wiggins was the conductor was the south bound freight from Richmond, and when the body of the deceased was found a piece of a brake was found near it. The supposition is that Wiggins was setting a brake on top of one of the cars when it broke, and losing his balance he fell between the cars and was run over as stated. Wiggins, who was about twenty-eight years of age, had a wife and four children living at Richmond, Ind., which place was his home. He had been running on the road for several years, and for the last two or three years had been a conductor. He was universally liked by all his associates.—*Cincinnati Enquirer*.

—THE MANN BOUDOIR CARS.—The Mann people quietly dropped in here several months ago and made a contract with the Cincinnati, New Orleans

and Texas Pacific people for the running of their cars over that company's lines. The cars when seen, were admitted by the railroad fraternity and the general traveling public to be the most handsome and luxurious of any sleepers ever offered travelers, and surpassed, in fact, by only a few private cars. Being entirely different from the Pullman, which the traveling public had become used to, it was thought by many that the new cars would not prove as acceptable, and many objections were raised against them. The cars were put on, however, and are now running on the same trains with the Pullmans. They are no longer an experiment, and the result for the time they have been on the Cincinnati, New Orleans & Texas Pacific road must be most gratifying, both to the Mann company and the officials of the railroad company. The heavy travel south has given them a severe test and the universal verdict is in their favor. The Mann Company is now running a double daily service between here and New Orleans, and between here and Jacksonville, Fla., and daily between Chattanooga and New Orleans, Atlanta and New Orleans, and Baltimore and Cincinnati, over the Baltimore & Ohio road, connecting here for New Orleans.—*Cincinnati Enquirer*.

—A circular issued from the office of General Manager Finney, Wisconsin Central railway, announces that W. E. Carroll, having resigned the position of superintendent of the Middle and Northern Divisions of the Wisconsin Central and the Wisconsin & Minnesota railroads, the following appointments are made, to take effect February 1, 1885: A. A. Allen's jurisdiction as superintendent is extended over the line from Stephens Point to Ashland. G. T. Wiswell is appointed superintendent of the Wisconsin & Minnesota railroad, and of the Chippewa Falls & Western railway, with headquarters at Chippewa Falls.

LINES.

Written for the MONTHLY. Respectfully inscribed to Division No. 167, Order Railway Conductors, Oswego, N. Y.

On occasions like the present there's a feeling of delight
Radiating 'round my goose-quill, as the stanzas I indite;
For a grand, new star has risen in your galaxy, and I
Have a personal opinion, 'tis the brightest in your sky.

They're a band of noble fellows, each one filling nature's plan,
And prepared to take position in the Brotherhood of man;
Upright, honest, gentlemanly, faithful, steadfast, tried and true,
Each one handsome as Adonis when arrayed in gold and blue.

I have rode ahead of many during long and tedious years,
And I know they're royal fellows, who admire their engineers;
For their "All aboard" is ready when the time arrives to go,
And they cheerfully assist us in the sunshine or the snow.

I have known them let our firemen go and ransack through the train,
When in search of waste and tallow, and they never did complain;
For our engines here are limited to beggerly supplies;
So, when stealing from the train-men, they are sure to shut their eyes.

They have Bibles in their coaches, which they carefully peruse.
They know all about the Gentiles, and are posted on the Jews;
And when female ears are willing, how they pour the Scriptures in
To the darling little creatures to avoid committing sin!

I have heard of some conductors who have captivating smiles
To bestow on handsome ladies, riding over many miles.
Aut I know it is a falsehood calculated to assail
The unblemished reputation of the blue coats of the rail.

There was never yet an angel half as virtuous in life,
As the boys in this division, each one faithful to his wife.
There's no Brigham Young amongst them—make a note ye syrens all.
When upon their trains you're riding, and expecting they will fall.

They can take your whole dimensions, from your crimson-colored nose,
To the neatly turned ankle you display in silken hose;
And your perfumed breath in whispers passes powerless through their ears;
They are proof against seduction. Try your wiles on engineers.

Now I think I've said sufficient, and although 'tis written tame,
I desired to eulogize them to the breezy heights of fame.
But my muse she is a groundling that can never upward soar.
Where I'd love to place my heroes 'mongst the gallant knights of yore.

I regret not meeting Chapman when he made his visit here.
They all vote him a good fellow, and I know they are sincere:
But I send him honest greeting ere I drop my weary pen,
'Though I'm but a simple unit in the brotherhood of men.

SHANDY MAGUIRE.

Mentions.

—Brother W. E. Gaines of Division No. 81, was a caller at our office a few days ago. He is now with the Milwaukee & St. P. railway.

—The brothers of Boston Division No. 122 meet on March 1st, 15th and 29th, and would be pleased to receive visitors at any of their meetings.

—Brother T. W. Hardenburg of No. 79, would like the address of W. S. Carter, who he thinks was a charter member of Division No. 84, Perry, Iowa.

—Brother C. E. Tyler, of Division No. 141, called at the office on Feb. 25, while on his way east to visit friends. He reports business good on the St. Joe and Western, and No. 141 prospering.

—We notice that brothers Harry and Forrest Noble, two of the reliable conductors on the "Iowa Route," have resigned, and will try the Northwest. They go to, the Oregon Short Line from here.

—Brother H. O. Fosdick of the B., C. R. & N., is a frequent visitor at our office, and none more welcome. He is still making tri-weekly trips to Sibley. That is he goes up one week and tries three weeks to get back.

—Brother James Laughlin informs me that he has the able assistance of brothers Slair, of No. 9, Aechternecht, of No. 55, and John Clark, formerly of No. 49. All are first-class railroad men and a credit to any company.

—While a man and his son were engaged in splitting rails one day, the lightning struck a tree near by, shattering it to pieces. "What did that?" exclaimed the boy. "God, my son." "He must have given it a terrible bat," was the reply.

—A Cedar Rapids *Republican* compositor killed seven C., R. I. & P. "engineers" and scattered them along three miles of track during the late blizzard, and the proof reader seems to have approved of the deed. At this rate how long will Mr. Twombly's force last?

—The *Western Railroader*, a welcome visitor, has been missed from our table for some time past. We have received the February number and note that it has been made the official paper of the B. of R. R. B. Success to you brother Bledsoe but don't forget us hereafter.

—Anyone knowing the residence of brother S. G. Weller, a member of Milwaukee Division No. 46, will please advise J. N. Robinson, secretary and treasurer, Milwaukee, Wis. When last heard from brother Weller was employed by the St. P. M. & M. R'y at Crookston, Minn.

—The efforts of the proprietor of a *so-called* railway publication to prop his waning fortune by getting his sheet advertised in the MONTHLY, is unavailing. The MONTHLY has too much self respect to engage in any controversy with anyone, and especially where the object is so evident.

—We are in receipt of a letter from Mr. King, president of the United States Railway Conductors' Accident Association, the headquarters of which are at Indianapolis, Ind., in regard to his association. Passenger conductors will do well to write Messrs. King, president, or Wm. K. Bellis, secretary, for information in regard to it.

—We were sorry to hear from one of our most trustworthy correspondents that a brother of our Order was seen in Keokuk, Ia., and was never seen any *Fuller* than on that occasion, and from the fact that the brother never uses anything stronger than tea and coffee we are at a loss to understand what is meant. Perhaps the brother will explain. "Oh My?"

—We are in receipt of a copy of the book, "Locomotive Running and Management," by Angus Sinclair. Although we have had but little time to look at it as yet, we already have discovered some firm suggestions that are of great importance to engineers and others interested in train service. No man in charge of this class of machinery should be without one.

—Brothers John Medcalf and Harry Wolcott of No. 47, were callers at our office during the month, who advise all members to take the third or the home degree, which in case of death or disability gives your loved ones \$1,600 and will soon be the full amount of \$2,000. Brother Wolcott shows his faith by keeping from two to five assessments paid in advance all the time.

—When such men as brothers Belknap, Duncan, Mount, Hyde, Hargrave and a host of others, say a thing is so that thing may be set down to be so. These men say that the magnetic belts and other shields bought of J. P. Dargitz have done just as he said they would do, and have given perfect satisfaction. This ought to be conclusive. Please see his ad. in this number of the MONTHLY.

—*Presto*, commenting on the discussion between Cedar Rapids publications as to their cost, takes occasion to say that the RAILWAY CONDUCTORS' MONTHLY is the only journal that approximates *Presto* in matters of expense! *Presto*, we will wager a good cigar against an "Old Judge" cigarette, that you made a mistake in the word. You meant "exceeds" instead of "approximates," of course. If you didn't, we'll double the wager and give you "figgers."

—Will the brother who as delegate to the annual convention at Boston, said he knew D. L. Long alias Bradford, (as he is now called) please send us his name and the number of the division that he is a member of and save the time and trouble of looking him up, which we will be compelled to do if he does not. Let every brother make it his business to look after this matter and we will be pleased to hear from every delegate on this subject. Long is still on the beat, look out for him.

—This winter has been one of the most remarkable we have ever seen. We are informed by good authority that the mercury has registered below zero for fifty-one days, between December 1 and February 23; the lowest being 40 deg. below on February 20. It has several times stood below 30 deg. and 10 to 20 half the time. This coupled with the fact that high winds have prevailed all over the west and snow has fallen to the depth of eighteen inches, has made the movement of trains very difficult on all our lines.

—The fund for the relief of brother Shew has reached \$1,004.00, and some sixty of our divisions yet to hear from. It should be made \$1,200 at least. We hope all who desire to contribute will do so soon that the matter may be closed up, so that the commission who have the matter in charge can make a report. This is a measure that all should feel an interest in, and the small sum asked will not be missed by anyone, and combined will make a nice sum and do the brother a great amount of good. Please attend to it.

—Owing to the war in rates on the N. Y. C. & H. R. R. and N. Y. W. S. & B., the D. L. & W. company have suspended two of its passenger trains temporarily. Conductors Thompson and Hurd are now at leisure. We sincerely hope they will soon be employed in their old positions. By this change the trains that heretofore closed their runs at Elmira are extended to Bath, and are handled by the same conductors that have had charge for the past two years. Brother Burr now has to deadhead from Bath to Elmira to attend meetings.

—We were in receipt of beautiful invitation cards this month from Moberly Division No. 49, Wheaton Division No. 71, Minneapolis Division No. 117, Peoria Division No. 79, Stratford Division No. 15, Wasach Division No. 124, Ogden,

Utah, Delta Division No. 86, and Griffin Division No. 66. We take this manner of expressing our regret that we could not attend them, and all will very readily see that if we had attempted to attend them we would have occupied the whole month. All as far as heard from, have been very successful both in a social and financial point of view. We hope as each year rolls on that these reunions may be a great source of profit to the Order and to the membership of our divisions.

—Some one, who is a dead beat and thief, is traveling through the country representing himself to be a brother of Wm. P. Daniels, and presenting letters purporting to be from him. This party was in St. Joseph about two months ago and stole an overcoat. The letters he has are signed "Will" only. They are forgeries and if he has a genuine letter from Wm. P. Daniels it is signed in full and has been stolen. He is about 5 feet, 10 or 11 inches high, weighs about 175 or 180 pounds, and while at St. Joseph wore a small mustache and burnside whiskers, of dark color. Anyone finding this man please have him arrested and notify Wm. P. Daniels by telegraph.

—The appointment of Mr. R. B. Cable Superintendent of the Susquehanna division and branches of the N. Y., L. E. & W. R., has given abounded satisfaction to all concerned, and his return will be hailed with joy by every employee on his divisions. They have not forgotten his many acts of kindness and gentlemanly demeanor towards them as employes in past, and anticipate the same in future. Speaking from experience, none are more competent than he, and we hope to see matters take a new turn on this division and see the service there just what it should be, and if the employees will half perform their duties it will be so. Mr. Cable has our best wishes for his future success.

—We are in receipt of an account of the annual ball of Division No. 49, at Moberly, Mo., given on Tuesday evening, February 17. Space will not permit printing it in full. We know that all enjoyed themselves for No. 49 are famous for their fine entertainments. The committees were arranged as follows: Arrangement—J. J. Lonergan, Seth Palmer, Al. Roberts, Dave O'Brine, James Durbin, D. B. Honin, Matt Wright. Floor Managers—Dan. B. Honin, James Pierce, Dave O'Brine, J. A. Heether, G. C. Copeland, J. J. Lonergan, Chas. Hamlit. B. C. Heck, I. N. Van Gilder. Music Committee—James Pierce, John Livesay, C. L. McCarty. Dan. B. Honin. Supper Committee—J. A. Heether, Al. H. Roberts, Dan. B. Honin, James Pierce.

—Clark & Sible's large hall at the corner of Third and Cumberland streets, Harrisburg, Penn., never presented a scene of so much enjoyment as it did last evening. There were gathered in the capacious room, men and women from different portions of the city, the latter handsomely attired, all to do honor to the members of Dauphin Division of the Order of Railway Conductors. The grand march was a joyous scene. Not only was it grand in its beautiful make up but it was large in numbers, no less than 130 couples composing it, as to the music of a fine orchestra they marched. A feature of the march, and a very interesting one, was in its being led by John Shultz, the oldest conductor on the Philadelphia division of the Pennsylvania railroad, who was accompanied by Mrs. Chas. C. Duncan. At midnight after about one-half of an excellent program had been tripped lightly through, a table was spread with a luxurious repast, and all had the privilege of enjoying themselves at the festive board. The dancing was kept up until a late hour, and altogether it was one of the most enjoyable affairs of the season.

—We have been greatly amused at some of our division secretaries who seem to think the Grand Secretary is either endowed with some supernatural knowledge or else is an expert guesser. One sends in a package by express containing \$10, and that is all, not a line to tell whether the credit is to be given to Monthly,

insurance or the Order, and two weeks after in comes an order for supplies, saying, I sent you \$10 the other day. Another is very particular to itemize each item he sends the money for, and its price, and is just as particular not to say whether he received them or desired them sent. Now let us suggest that you use the blanks furnished by order of the executive committee for ordering all division supplies including cards. Do *not* use the back to write letters on, do *not* use the blank for ordering MONTHLY's, use the regular blank. If none at hand ask for them. Do *not* use the requisition blank to ask questions on. Do *not* write on blank when you send money to be placed to the credit of your division. Use separate sheet when you remit money to be credited to your division. Simply say I herewith enclose \$—— to be placed to the credit of Division No. ——. Do *not* say I send you 50 cents for grand dues for brother — or 25 cents for division card for brother ——. You thereby only add to the labor of the Grand Secretary and yourself. Make your business communications short and to the point. Personal and friendly letters on separate sheet and marked *personal*, while *business* letters should never be so marked, as that which might demand immediate attention may be delayed and you might be greatly inconvenienced by the delay occasioned by the absence of either of your grand officers from the office. In a word, take a little time and save us much trouble and the Order much expense.

OFFICIAL.

OFFICE OF EXECUTIVE COMMITTEE.

CIRCULAR NO. 2.

BROTHERS: We, your executive committee, have examined the matter of the complaint of Division 44 against grand secretary and treasurer, W. P. Daniels, and find that there is no ground for the complaint whatever; that the grand secretary in his action as deputy grand chief conductor in admitting two members of Division 44 as charter members of Division 124, merely followed a precedent that had been established by two grand chief conductors personally in several instances, and their action was approved by at least three different sessions of the grand division.

We find, however, that Division 44 failed to comply with the plain law and subjected their charter to arrest, by refusing to grant withdrawal cards to the members in question when applied to for them.

In accordance with the instructions of the grand division, brother Hiram Hurty, of the committee, assisted by brother E. H. Belknap, the other two members of the committee not being able to attend, visited Cedar Rapids for the purpose of examining the books and accounts of the grand secretary and treasurer, Mr. M. C. Farr, an expert accountant and book-keeper, was employed for the purpose of making a thorough examination of the books and accounts connected with the office, with the following result:

To the Officers and Members of the Order of Railway Conductors:

I, Mark C. Farr, book-keeper and accountant, Cedar Rapids, Iowa, to whom the books and accounts of the grand officers have been submitted for examination, herewith make the following report:

Upon a careful examination of the accounts as kept by the grand treasurer, I find a separate account kept with each division, an insurance account and an account of the receipts and expenditures connected with the publication of the Con-

DUCTORS' MONTHLY, and find them substantially correct and to correspond with the report submitted, except a few small clerical errors which do not materially effect the general result, and for which I have recommended contra entries to correct. I find that the constant increase of business has in many instances multiplied the work to such an extent that the transfer of accounts from one page to another in the ledger gives a casual observer an idea that the books are complicated, when in reality they are simple and effective. I would, however, recommend that as it is the intention of the grand treasurer to open a new ledger, commencing Oct. 1, 1884, that he modify his system in this, to-wit: That requisition blanks be furnished each division; that they be required to order all supplies on said blanks; that on receipt of same by the grand secretary he number them consecutively and when filled charge same to said division and credit them with cash received, thus showing every transaction in a convenient and ready reference form, the same to be made so they can be bound in a book. I find the vouchers for money paid out to agree with the report, except I do not find vouchers for drayage, express charges, telegrams, and sundry expenses (amounting in all to a very small sum), which, from the nature of the business does not seem out of reason, and in my judgment should be allowed and adopted as part of the report, in order to simplify and more completely systematize. In conclusion, I have only one recommendation more to make, and that is that the treasurer's report in future show only such sums paid out as he has vouchers for on file with said report.

I am very truly yours,

Dated January 10, 1885.

MARK C. FARR.

We desire to return our thanks to all, and especially to the grand treasurer for his promptness in furnishing all proper books and vouchers, to facilitate our work. All of which is respectfully submitted

By yours truly in P. F.,

Approved January 14.

J. S. RANDOLPH, }
J. N. ROBINSON, } Members Ex. Com.
H. HURTY. }

(Secretaries will please read this in open session.)

INSURANCE.

We present herewith a table carefully prepared giving the actual membership in our insurance from each division of the Order on February 23, 1885. It certainly presents some peculiar features. We now have 166 divisions and of that number 36 do not represent a member in our insurance, while 39 more have 6 and under. The table shows a total of 1679 members on February 23, and by March 1 it will be full 1,700. At 1,679 members it shows an average of about 10 to a division. Taking into consideration only those who have members and the average is only a little over 13 to the whole number of divisions. Brothers, how do you like this showing? Do you think it looks as well as it ought? We think not, and when we know that day after day brothers of our Order are being killed or crippled for life, and leaving families without a dollar to live on, we feel that someone is criminally responsible for these members. In looking over our register we see that not over one-half the officers of our divisions are members of our insurance. Is this right? Do you set the right example before your members? We think not.

Twice during the last month our attention has been called to brothers who were killed and did not leave sufficient money to buy bread for their little children for one week. Do you want to go and leave your loved ones in a similar position? I don't believe it! The old excuse is played out. Don't put it off until to-morrow. Borrow the money, if need be, and perform one act that you will never regret. We have heard frequently the excuse that "I am carrying all now

I can carry," and we can add right here that one who made this excuse to us is now delinquent on all but one of his insurances and he receives \$1,200 per year, and if he fell he would leave \$1,200 to his family. Men and brethren what are you thinking about? *Now is the time!* Insure at once! We are not so particular as to company as there are many good ones, but *insure* somewhere, and at once. We commend the table to the careful study of *every division* and let us not *pass* another month without seeing our table make a different showing than the one herewith presented.

[illegible]

C. S. WHEATON, G. C. C.

CIRCULAR No. 4.

BROTHERS—The following are reported :

Reinstated by Division No. 53, Feb. 15, Thomas W. Edwards.

Suspended by Division No. 36, Jan. 25, F. A. Marquisse.

“ “ “ “ 36, Jan. 25, H. J. Munroe.

“ “ “ “ 40, Feb. 1, W. H, Shears.

“ “ “ “ 57, Feb. 1, Fred Davenport.

“ “ “ “ 57, Feb. 8, P. W. Dolan.

“ “ “ “ 57, Feb. 1, George Hair.

“ “ “ “ 62, Jan. 18, C. T. Harding.

“ “ “ “ 62, Jan. 18, H. M.Bets.

“ “ “ “ 62, Jan. 18. J. M. Blakemore.

“ “ “ “ 76, Jan. 18, William Conners.

“ “ “ “ 109, Feb. 16, D. P. Shultz.

“ “ “ “ 120, Dec. 26, F. Falkner.

“ “ “ “ 120, Dec. 26, C. Hanson.

“ “ “ “ 120, Dec. 26, C. Barber.

All for non-payment of dues.

RAILWAY CONDUCTORS' MONTHLY.

Expelled by Division No. 7, Feb. 15, W. T. Colmesniel, for drunkenness.

" " " " 70, Jan. 25, Charles W. Elliott, for drunkenness.

" " " " 70, Jan 25, A. J. Johnson, for conduct unbecoming a member.

" " " " 104, Feb. 15, B. C. Lester, for fraud and drunkenness.

" " " " 120, Dec. 26, J. Shea, for drunkenness and defrauding the division.

W. T. Colmesniel holds a Division Card, No. 3503, issued Oct. 1. Division Card No. 3998, issued Nov. 7, to W. F. Hopper, of Division No. 155, has been lost. If either of these cards are presented, retain them and return to me.

The following notices of assessments have been issued on account of the insurance association :

Order of Railway Conductors' Mutual Insurance Association.

Cedar Rapids, Iowa, Feb. 20, 1885.

Certificate No.

NOTICE OF ASSESSMENTS Nos. 32 & 33.

Time for Payment Expires March 20th, 1885.

No.	CERT. NO.	NAME.	DIVISION.	DIED.	CAUSE.	AM'T.
32	188	A. W. Paton.	Des Moines, 38,	Dec. 23d, '84,	Tuberculosis Intestinalis.	\$1377.00
33	275	Will J. Smith.	Garfield, 20,	Jan. 1st, '85,	Run over by Train.	1411.00

The above amounts were paid February 10th.

Thirty-three members have forfeited their membership by non-payment of assessment No. 32, and 107 re-instated themselves. \$107.00 additional has been paid to Mrs. Kimball, making the total payment \$1,142.00.

The amount paid to Mrs. Paton should have been \$1,475, and to Mrs. Smith, \$1,501.00; 98 members are delinquent on assessment No. 30, and 90 on assessment No. 31.

You will please forward the amount due from you, which is stamped in RED INK on this notice, within 30 days, (on or before March 20th, 1885,) and if a notice that you are delinquent is also stamped on this card, it will be necessary for you to forward a health certificate, signed by three members of the ORDER, as required by Art. XII, on or before April 15th, 1885. Division Secretaries will please see that all members are notified of these assessments.

Yours truly in P. F.,

WM. P. DANIELS.

Enclose this Card with your Remittance. No Stamp Needed.

(DO NOT WRITE ON ADDRESS SIDE.)

There are now 1679 members of the insurance association.

Yours truly in P. F.,

W. P. DANIELS,
G. Sec. and Treas.

Passenger Conductors' Life Insurance of Philadelphia, Penn.

HUNTINGTON, W. Va., Jan. 29, 1885.

To the Members of the Passenger Conductors' Life Insurance Company of the United States:

GENTLEMEN—The fourteenth annual meeting of the company will be held at the West Hotel, Minneapolis, Minn., on Tuesday, May 26, 1885, at 10 o'clock A. M.

It is earnestly desired that each division will send a delegate to represent them, as we anticipate the largest and best meeting our company has ever held. We cordially invite all passenger conductors to meet with us on this occasion.

Your attention is called to the report of the secretary and treasurer, which will be sent to all corresponding members, showing the business of the fiscal year and the present condition of the company.

Hoping to meet delegates from every road and division represented in our organization, also any and all friends from other roads where we have no membership, at our annual meeting, I remain,

Yours truly,

C. R. ASHTON,
President.

RESOLUTIONS.

OIL CITY, Pa., Jan. 25, 1885.

On the 1st day of February, 1885, Oil City Division, No. 163, O. R. C., held their first regular meeting. During a recess taken, a committee from Division No. 173, Brotherhood of Locomotive Engineers waited upon us and presented to this division a holy bible, elegantly bound, in token of the friendship which they entertain towards this Order.

The presentations was made by Mr. John Stapleton, chief engineer of the division, who accompanied it by a speech in which he eloquently expressed the kindly sentiments of his brethren and the sybolic meaning of the gift as the true basis of this and kindred associations in the following words :

Grand Chief Conductor:

I have the pleasure, on behalf of Oil City Division, No. 173, Brotherhood of Locomotive Engineers, of presenting to you and through you to your division the holy bible, upon which all orders of this nature are founded, as a token of esteem and encouragement in this noble work you are engaged in, the promotion of interest in your profession and the elevation of your associates to a higher place.

We hail with joy any combination or influence that will start into activity the warm hearts of men in your calling for the good and pure. Being locomotive engineers, we are excluded from your Order, and this is as it should be. But, Mr. Chief Conductor, there is a lodge above, an order, or division, always in session whose Chief is the Chief among tens of thousands. There we shall be equal members and pay tribute to the same Great Chief to whom we are indebted for every good thing of life. Let us then live always ready, so when that mystic lodge door opens to us one by one we shall have the password and enter into and enjoy that perfect rest promised the faithful.

Now, Mr. Chief Conductor, I hope we shall all live up to that beautiful motto of your Order, "Perpetual Friendship," and that it shall always exist between both Brotherhood of Locomotive Engineers and Order of Railway Conductors.

His remarks met with the heartiest approval, and Brother Richards, Chief Conductor, responded as follows :

Mr. Chief Engineer:

We have listened with pleasure to your very appropriate and insructive remarks, and am quite sure that I speak the sentiments of the conductors of this division when I say we are greatly pleased with this, your beautiful present, and when I say greatly pleased, I think I but half express it. It is not only beautiful but ornamental, not only ornamental but when we see it opened before us on this altar, we are all reminded of its usefulness. In your remarks you alluded to the friendship that always has and should exist between engineers and conductors. We heartily endorse those sentiments.

Now, sir, in behalf of the conductors of division No. 163, O. R. C., I accept this present, for which please accept our heartfelt thanks. We wish division No. 173, Brotherhood of Locomotive Engineers God-speed.

The occasion afforded a manifestation of the good feeling which should always exist between men in such close relations with each other, and must serve to still more firmly cement their friendship.

By order of the Chief Conductor I have sent to Division No. 173, Brotherhood of Locomotive Engineers, the following letter with copy of resolutions of thanks.

Division No. 173, Brotherhood of Locomotive Engineers:

By directions of this division, I herewith enclose a copy of resolutions passed at its last meeting, expressing its appreciation of the very appropriate gift made by you. In closing let me assure you that this symbol will be treasured by us not only as evidence of your kindly sentiment, but also to remind us of our duty to each other, to the common brotherhood of which we are all members and to the Great Chief to whose laws we should live.

Resolved, That a vote of thanks be tendered to Division No. 173, Brotherhood of Locomotive Engineers, for the holy bible this day presented to them by this body, and that the gift be carefully treasured among the most precious properties of this division.

Very respectfully yours in P. F. T. W. EVANS,
Sec. & Treas. Oil City Div. 163, O. R. C.

PRESENTATION.

BROTHER G. C. C. WHEATON AND BROTHERS :

Please spare me a little space in your MONTHLY to apprise our brothers of the beautiful bible that was presented to Dauphin Division, No. 143, by their wives and lady friends last Monday evening, the presentation being made by his excellency, Governor Pattison. In a speech of some twenty minutes duration he portrayed in an almost life picture the blessings of our wives, their interest in our interests, their joy in our joys, their sorrow in our afflictions; the first to meet and greet us upon our return, the ones to cheer us in our sickness, and the first to bind our wounds. The Governor reverted back to the days of Moses and the Tablets, and from that ancient time to the present handled the subject in a manner that showed at once he is conversant with biblical quotations. All nations, as it were, were gathered under the English language, using for their guide God's holy book. Of our missionaries in India, where three millions of Indian children are to-day taught the English bible, he hoped its influence may be felt by us; that its teachings may draw us into an iron band, there held in check by the same loving influence of our wives as that which prompts them to-night to come here to show their love for us.

Brother Gibbons, as acting C. C., accepted the gift and called upon brother Duncan to respond. Brother Duncan's reply was as follows:

MR. GOVERNOR AND LADIES: As one of the members of the division of which we are the recipient this evening of one of the most useful as well as the most beautiful of gifts that could be bestowed by one party upon another, I sincerely return my thanks. Coming as it does from those whose aim in life is to make our hard and hazardous life one of cheerfulness and contentment, I feel satisfied in saying it shall ever be looked upon with admiration and reverence. Could I read the heart aright of every member of this division, I would say there are times while following his vocation, whether in yard making up his train or out upon the road ascending huge grades or with the swiftness of the wind descending the other side, when his thoughts will revert to loved ones at home. If he is a christian, as every railroad man should be, sitting beneath the hot glare of the sun, or 'neath the twinkling stars, he mutters a silent prayer to the Great Conductor on high for his wife or little ones who, perhaps at the moment, are lying upon beds of sickness or at the point of death. Or their wives, as they kneel at their bedsides and invoke God's blessings upon him, or teaching their little ones their first prayer, as in childish accents they pray God make papa a better man and bring him home safe. My brothers, this is God's holy book. We see it continually in our midst while at work in this room. I would advise you to study carefully its mysteries, signs and characters, that when you are summoned to appear before the Grand Chief Conductor of the universe for promotion to the golden railroad above that your report may be clean, devoid of errors or omissions. Again, ladies, thank you.

Brothers Shultz and Squires both spoke at some length, after which brother Furguson read a history of our Order from its organization. After a few humorous remarks by brother Duncan the exercises closed by singing the doxology and prayer by the Governor.

The bible is a very handsome one, with red binding, gilt edging, and has the six principle acts of Christs life upon earth engraved upon either side, and held together by two very large silver clasps, it is indeed much prized. The division is under obligations to the ladies who worked in their behalf, viz: wives of brothers Sterling, Squires, Weaver, Hamill, Duncan, and mother of brother Zimmerman.

Yours in P. F.,

BUSTER.

OBITUARY.

WILKESBARRE, January 31, 1885.

At a regular stated meeting of Wyoming Valley Division No. 160, January 25, 1885, the following resolutions were adopted:

WHEREAS, It has pleased God in his divine providence to remove from our midst by death the wife of our esteemed brother A. F. Eckenrode, therefore be it

Resolved, That we most sincerely sympathise with our brother and the family of the deceased who have been bereft of a loving wife and a kind and affectionate mother.

Resolved, That a copy of these resolutions be forwarded to the family of the deceased and to be published in the RAILWAY CONDUCTORS' MONTHLY.

OWEN GALLAGHER,
CHAS. STETTLER,
JOSEPH H. KEITHLINE.

Committee.

LA CROSSE, Wis.. February 12, 1885.

DEAR BROTHER WHEATON:

At a regular meeting of La Crosse Division. No. 61, Order Railway Conductors held in their division room at North La Crosse, Wis., on Sunday, February 8, 1885, the following preamble and resolutions were unanimously adopted:

WHEREAS, The All-wise Father has in the dispensation of His providence removed by the hand of death Sherburn S. Merrill, general manager of the C., M. & St. P. R'y Co., and

WHEREAS, Our late chief possessed the entire confidence and esteem of all who knew him, and more especially those who by duty came in contact with him. Therefore be it

Resolved. That in his death this Order has lost a true and kind friend and an earnest supporter, and one whose memory will ever be most kindly cherished by them: Be it further

Resolved, That we extend to the stricken family our heartfelt sympathy, in this, their hour of sorrow, and express the hope that God in goodness may sustain them in their bereavement: Be it also

Resolved, That a copy of these resolutions properly engrossed be forwarded to the family of deceased, a copy spread upon the records of this division, and a copy forwarded to the CONDUCTORS' MONTHLY with a request that they be published therein.

GEO. JOHNSON, C. C.,
Committee.

Brother H. E. Palmer has been called to mourn the loss of his little daughter, aged about six years, who died at Norwich, N. Y., on January 17, diabetus. The funeral occurred at Earlville, on January 19. We extend our sincere sympathy.

MILBANK, February 8, 1885, }
HALL OF MILBANK DIVISION, No. 99. }

WHEREAS, Division No. 99 has this A. M. received the sad intelligence of the demise of S. S. Merrill, our highly esteemed general manager of the C., M. & St. P. R. R. at his residence in the city of Milwaukee.

WHEREAS, The members of Milbank Division No. 99, have been under his management in the capacity of conductors: be it therefore

Resolved, That in the death of Manager Merrill the members of this division and employes of the C., M. & St. P. R. R. have lost a worthy and highly respected officer: Therefore be it

Resolved, That it is but a just tribute of the high appreciation in which Mr. Merrill was held that we mourn for him as a departed benefactor, and in every way worthy of our love and highest regard.

Resolved. That a copy of these resolutions be forwarded to the RAILWAY CONDUCTORS' MONTHLY for publication, also spread upon the minutes of this division.

F. CAMP,
E. H. FARGO,
C. RYAN,

Committee.

MASON CITY, Ia., February 2, 1885.

BROTHER C. S. WHEATON, G. C. C.

DEAR SIR:—Brother Daniel Kane, a member of Mason City Division No. 22, O. R. C., died at Fargo, Dakota, January 15, 1885. At a regular meeting held at O. R. C. hall January 25, a committee on resolutions was appointed who present the following:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from us our late brother, Daniel Kane, be it therefore

Resolved, That the heartfelt sympathy of this division be extended to his relatives in their affliction.

Resolved, That in the death of brother Kane Division No. 22 sustains a loss that never can be replaced, his parents an affectionate son, his brothers and sisters a loving brother, and the community at large a gentleman who was respected by all.

Resolved, That these resolutions be placed in full upon our minutes and a copy be sent to the editor of the CONDUCTORS' MONTHLY for publication. And be it further

Resolved, That a copy of these resolutions be sent to the relatives of our deceased brother,

M. M. BURNS,
C. H. MATHEWS,
WM. B. USHER,

Committee.

WASECA, December 10, 1884.

At a regular meeting of Waseca Division No. 90, Order Railway Conductors, held at Waseca, December 7, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our esteemed brother Charles A. Zierath, who died at Plainview, Minn., November 20, 1884, and

WHEREAS, Our Order has lost a noble brother and worker, his parents an affectionate son, his wife and children a dutiful and affectionate husband and father. Therefore be it

Resolved, That we extend our sympathy to his bereaved family in their sad affliction.

Resolved, That this division extend their thanks to Messrs. S. Sanborn, assistant general superintendent; W. P. Cosgrave, superintendent; W. A. Scott, master mechanic, and W. H. Graves, train dispatcher, for train from Winona to Rochester and return, and other favors shown us on funeral day. Be it further

Resolved, That our charter be draped in mourning for the space of thirty days in respect to our late brother that a copy of these resolutions be presented to the bereaved family of the deceased, spread on the minutes of the meeting, published in CONDUCTORS' MONTHLY and a copy sent to the Plainview and Rochester papers for publication.

F. H. SEYMOUR,
F. C. MANLEY,
P. FEATHERSTONE,
Committee.

AVON, N. Y., January 25, 1885.

EDITOR RAILWAY CONDUCTORS' MONTHLY:

SIR: At a regular meeting of Rochester Division No. 8, O. R. C., held in Rochester, N. Y., January 26, 1885, it was unanimously

Resolved, That this division is under many obligations to Messrs. Day & Steel proprietors of the Bracket House, Rochester, N. Y., for their kindness on the occasion of our third annual reception, in giving us the free use of their parlors, the elegant refreshments served, and the very courteous treatment of ourselves and guests by every person connected with the house.

Resolved, That our thanks are due to the Rochester *Post-Express* and the *Democrat and Chronicle* for their very kind notices before and after the reception, and for the attendance of their representatives.

Resolved, That a copy of these resolutions be sent to each of the above papers, to Messrs. Day & Steel, and that they be spread upon our minutes and printed in the RAILWAY CONDUCTORS' MONTHLY.

O. SACKET, Sec.

E. H. NASH, C. C.

DIVISION NO. 55.

We give below in full the remarks of Brother Coman, chief conductor of Kaw Valley Division No. 55, which will be read with interest by all.—[Editor.

Again the Grand Chief Conductor of the Universe has dropped the eternal signal, and called from this division since our last meeting, brothers Hendricks and Seymour, making three brothers since the first of the year, who have taken their final report to the Grand Auditor of the Universe for investigation. I trust their reports have been endorsed O. K., and that now they are running trains on the Celestial railroad.

If they look down upon us to-day, assembled in this division room to lament their sudden departure, what must be their feelings when they hear us resolve to throw the protecting arms of Kaw Valley Division around their bereaved wives and little ones; vowing to aid and assist them in this, their most trying hour.

Our meeting to-day is indeed a sad one. In brother Hendricks we have lost a member who was comparatively young in our Order, and a stranger to most of the members of our division, from the fact that the territory covered by the homes of our one hundred and eighty members, is an unusually large one. I regret to say that he had neglected to have his life insured in our Order.

Brother Seymour as one of the oldest members of the Order of Railway Conductors, was known to us all. He was at one time chief conductor of the division. Although not unlooked for, his sudden death was a shock to all of us; and he was consigned to his last resting place before the members knew he had been called to his home.

Thoughts of him, brings vividly to mind the day that I knelt at the altar and took from him the obligations and vows that admitted me to the most noble Order.

How little did I think when I saw him step upon the platform, gavel in hand, to assume the duties of presiding officer, that in the same position I should be called upon to speak of his death.

Being but human, he had faults as we all have ; but let us cover them over with the mantel of charity, and speak only of his virtues. The first to vote aid to a needy brother, he has been an example of interest and zeal in the work of charity, as he has been also a most active worker in the interest of the Order. His death is but an admonition that we too must follow—we know not how soon. Let us so govern our actions to be prepared when the summons come. Let us be careful to provide ourselves with the protection the Order has created for those we love, and those who love us, by carrying well the insurance, that they may not be left in our unlooked-for hour doubly bereaved of protection and means, as Longfellow says :

Art is long, time is fleeting,
And our hearts tho' stout and brave,
Still like muffled drums are betting
Funeral marches to the grave.

Mr. W. S. Ashton, an old and highly esteemed resident of this city, died at his home, corner of Fourth and Exchange streets, at 6 o'clock on the morning of Feb. 13th, of congestion of the brain, after a brief illness. The deceased was around as usual Wednesday, and Thursday was about the house, although he had complained of not feeling well for some time past. Thursday evening he was taken violently ill, suffered much during the night, and passed away at the hour named.

Mr. Ashton was born in Washington county, New York, July 10, 1819, and was consequently in his 66th year. He came to Lyons in 1870, and has since resided here. Besides his wife he leaves four sons and one daughter—Messrs. Geo. W. and Thomas, in this city, Mr. Wm. M. Ashton, of St. Paul, Minn., Mr. Chas. R. Ashton, of Huntington, W. Va., and Mrs. C. H. Westbrook, of Aredia, Iowa.

The above notice we clip from the Lyons *Mirror*. All members of our Order will deeply sympathize with brother Ashton in his trouble.—[Ed.]

The Railway Conductors'

MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, APRIL 1, 1885.

No. 4.

HEZEKIAH.

Written for the MONTHLY.

“ Be yeow comin' Hezekiar?”
Shouted deaf old Aunt “ Mariar,”
As her voice raised high and higher
And she shouted all in vain.
“ Lawsy gracious! Mary Ann
Find that young'un if yeow can;
Tell 'im I'm goin' to tan
His hide, fer runnin off again.”

In a small, sequestered nook,
Where his aunt would never look,
With a well thumbed pictured book
Sat the truant, “ Hezekiar.”
As the voice toward him sped,
Quickly dropped the small tow-head,
Flashed his blue eyes as he said
“No I be'ant! Aunt Mariar.”

“ Sum more wood to fetch, I reckon.
O, yer need'ent stand and beckon
Mary Ann and say my neck on
Purpose was just made to wring.
If I am a wicked sinner,
'N have to go ithout my dinner,
It haint makin' me much thinner
Thun a piece of hempen string.”

" Mebe she has got sum weedin;
 Er sum more o' that spring seedin;
 I don't care; I'm busy readin'
 'Bout these picktures that I found.
 Wish't I had sum one like muther,
 She cud tell me mor'n uther
 People does, 'thout much buther!
 But they put her in the ground."

" Wish't I wuz a great big man!
 I cud lick that Mary Ann
 Her slappin' me becuz she can;
 She can't find me here, I bet!
 If I knowed the shortest way
 I cud git to town to-day,
 Bet yer life I wud'ent stay
 Fer the livin' that I get!"

" I haint forgot when muther died;
 Aunt Mariar cried and cried,
 And as she had me by her side,
 Said she'd raise me as her own.
 Yes, she's raised me, like a muther;
 Slapped me 'round an, called me buther.
 I'd a hundred times heap ruther
 Had to peg along alone!"

Dinner, supper, bed-time past,
 Still no boy came; and at last
 Dinner-horns with loud, shrill blast
 Called the neighbors out to look.
 All night long they search and call,
 Looking where he'd often crawl
 Hiding from his aunt; but all
 At last the search forsook.

Years had past and still no word
 From the truant boy was heard.
 By the fire, with vision blurred
 Sat his feeble Aunt Maria.
 Suddenly a tall, strong man,
 Darkened by a southern tan.
 Hugged his aunt, and Mary Ann—
 "I'm your lost boy, Hezekiah!"

B. E. C.

POETRY AND HISTORY.

Written for the MONTHLY.

The expression of thought in figures of speech has been employed in all ages of the world, and in every state and stage of society. The orators of every nation and of every language employ it. It is the soul and life of poetry. It clothes material objects with life and endows them with thought, feeling and action. A very beautiful writer claims that the language of the imagination is the native language of man: it is the language of his excited intellect, of his roused passion, of his devotion, and of all the higher moods and temperaments of his mind. Certain it is, the mind when excited naturally finds expression in figurative language, and without it feels that it would be impossible to give utterance to the sublime thoughts and feelings that exist within. Writers employ it as a means of gaining access to the hearts of their readers. Speakers often use figures to illustrate, to elucidate and to simplify ideas and to invite the attention and awaken an interest in their hearers. Some weary us with the profusion of this ornament—often all splendor and no solidity. If we attempt to examine them closely we find, as some one quaintly remarks, “something glittering before us, but without form or comeliness.” To invite one to such an intellectual repast, is like an invitation to dine on flowers. Others more happily catch the just proportion and their writings abound in unstudied grace, and beauty causes the heart instinctively to open to their charms. Griswold says of Poe, that at times he wrote in forms of gloomiest and ghastliest grandeur, and again in the most airy and delicious beauty. The imagery of his wonderful creation was from worlds which no mortal could see but with the vision of genius. A touch of the imagination in description, however simple and commonplace the subject, will outdo in its effect the labored arts of the logician and delight all who are alive to the charm and beauty of figurative expression. Thus one eloquent writer describes the city of New York not as being distinguished for commercial energy, but as a mighty personality with one hand grasping the golden harvest of the west and with the other espousing the everlasting sea. The artist catches some of the choicest conceptions of the beauty which graces the production of his chisel from those beauteous children of the brain. By a command of the skillful touches, the ardor thrills as with a magic spell all hearts and hands and binds them to his will. How often has a fragment of beautiful poetic imagery, touched the hearts of an audience and secured a welcome abode for unpleasant truths just as the leaden instruments of death which whistles on every breeze

during a battle, are disarmed by the martial strains of some national air. The poetical speaker uses the language of the imagination as a mighty power in impressing upon his hearers the principles he pleads. No style appeals more keenly to the emotional nature, or fixes more really the attention and judgment, and reason sometimes yields to the fascinating sway of this gift when wielded by an eloquent but impassioned speaker. Who can measure the influence of the heart stirring eloquence of Patrick Henry in his thrilling appeal: "There is no retreat but in submission and slavery. Our chains are forged, their clanking may be heard on the plains of Boston. The war is inevitable, and let it come. It is vain to cry peace when there is no peace. The war has actually begun. The next gale that sweeps from the north will bring to our ears the clash of resounding arms. Why stand we here idle? Is life so dear or peace so sweet as to be purchased at the price of chains and slavery? I know not what course others may take, but as for me, give me liberty or give me death!" How thrilling to his hearers must have been the words of the impassioned orator, when at the distance of nearly a century we, too, can almost hear the clanking chains, and our eyes seem to behold the onset of the martial host with the banner of freedom proudly streaming above them, and the beautiful and impressive words of the past written on the staff beneath the flag: "Long may it wave o'er the land of the free and the home of the brave."

Rufus Choate personifies the American Union as "the free empress, mother of states themselves free, reposing secure and serene among the mountain summits of her freedom. She holds in one hand the olive branch of peace and in the other the thunderbolt of reluctant and rightful war. There may she set forever, the stars of the Union upon her brow, the rock of independence beneath her feet." How exquisite are some of the delicate touches of figurative language. It speaks of the dew drop dancing on the leaf, of the ocean spreading its arms around the globe, of piety sweeping along the current of time, of the stereotyped words of ages as fossils of history. We turn from the study of the beautiful in literature, feeling we have almost reached the acme of the sublime and beautiful. The heart catching the thoughts that stir the intellect and rolls them forth in living numbers. Shall we now turn our attention to the dead things of history and exhume from the mighty depths of ages past living facts as they came up to the historic student until he is overwhelmed in wonder, but still pursues his never ending task among the burning deserts of Arabia. The investigation must be carried back to those grand old ages so distant from us

in time, so far beyond the nations of antiquity, whose most indelible traces have long been too much obscured by the waste of time to be readily comprehended by superficial comprehension, or shall we continue our line of enlivening conversation, in which all can participate and bear with us their part of the instructions they impart. In the language of the poet:

“ It was my pleasure and my pride,
To show the world how rich I died.”

Songs of poetry like the philosophy of history are often full of beauty. Sentiments of great moral are gathered from each. The action of genius speaks eloquently in the one and the tongue of the soul carols sweetly in the other. If action has its lessons of heroism in history, poetry has its thrilling inspiration in the melody and sweetness of its song. If one teaches by facts, the other enlightens by sentiment, and stirs the mind to its highest capacities. The philosophy of history may throw a circle of glory over the achievements of the past, but the genius of poetry kindles its golden lights of intellect and fancy far in the misty pathway of thought and hope and being where the imagination marches to the music of its step. The production of history demands the primness of experience and age, but poetry is the soul of thought and often bursts out from the heart of youth as the limpid waters from the mountain streamlet before the world's cares and sorrows come upon us, the soul seems on the wings of its being. Life's sky is bright and the thoughts of the soul are often the very sentiments of poetry. It should not then be considered as the freaks of genius that many of the purest gems of song have had a youthful origin. Indeed facts assure us in instances of the greatest number that poetical aspirations have but seldom waited for the experience of age. In many cases it has even coveted a youthful flight. Yea, on a wild and melancholy wing it has often sung its sweetest song and hied away to an early grave. Poetic genius is indeed a very strange endowment, for beautiful as the earth is, and all inspiring as it may be with the soft odors of its amaranthine bowers, the spirit that gives birth to poetry and song seems ever restive and always eager for a world of thought beyond the real. In the wild flights of its fancy the earth's boundaries are too circumscribed for the exercise of its powers, and as if ill at ease “in the haven of its pilgrimage,” it frequently strikes the harp strings of its symphony in such songs of striking beauty that the kindred ships of far off isles and of distant ages listen to the music made and the sentiments uttered as though the production was of Divine origin. The mental conflict of genius ever and anon issue in fitful changes of hope and

despondency. At times it sees no other future or doom, and like the hopeless and desponding, it resigns itself to the dark destiny. It will struggle the stronger and with only starlight upon the bold efforts of its power it will hope to live in memory or story if it is only along the echo of its own song. Youth has its charms, but not altogether such as poets sing, the clouds that float across the sky bear within them the seeds of the whirlwind well nigh as often as those of the life giving shower, and when the storm bursts in all its fury it prostrates to the ground the tender plants ill fitted to abide its wrath. In every age we are liable to disappointments but only the young feel the keenest agony at the defeat of their cherished plans. We grow perhaps not less hopeful but more reasonable in our anticipations as we grow older, and even should we be mistaken, experience has taught us in the rough way our feet have trod, to hope for the best but to be prepared for the worst. Now we "build airy castles on our estate in dreamland;" the structure is beautiful but a breath dissolves the airy vision, and long after it has melted away into nothingness from whence imagination called it, we cling to the delusion that it still exists, we mourn over its loss and think that never again will we play the architect. In after years we learn to build on a surer foundation and the substance of the shadow which fled away remains with us. With many it is not the years they may happen to number, but the works they may leave behind them, from which they shrink. They dread the tell tale look of the first gray hair or wrinkle reflected in the mirror. But what if the snow of winter is about to descend, if it falls gently and not before time has touched the other lineaments of the countenance that it may harmonize them and blend softly with the shades which else would seem more gloomy. To me the silvery whiteness which encompass the head of the aged seems as beautiful and fitting as curls upon the brow of youth, and far more beautiful when it betokens the presence of one who has passed well nigh through the ordeal of life, yet preserves a heart unscathed by its storms, fresh and joyous as when the hot blood of youth coursed through his veins. The smile that lights up the face of the aged has in it a deeper pleasure than the gleam of sunshine which flits across the changing face of youth. Their laugh may be less ringing, but it is more earnest; their voices may be less clear but they are all the more musical in their low, tremulous tones, the last vibration of the harp strings, so long and so musically sounding. A contented old age. What volumes do these words speak! They tell of a life spent in usefulness, of a mind cultivated and rich in the stores of a lifetime, of a heart at peace with the world and all mankind.

Would that there were many such, but alas, the many who to be always young are seldom prepared to be old. They forget that childhood had its trials, and the trouble which now appears so slight to the man well nigh broke the heart of the child. It is strange that so many are continually turning the pages of "long ago." The old sigh at the remembrance of "when I was a boy," the "clouds and tears of morning" are dearer than the quiet light of life's close. The fires of youth have long since burned out and with their glow expired the hopes kindled by their flames. But with him prepared to enjoy life's evening how different. He too remembers the days gone by, with pleasure, but breathes no wish to tread again the thorny path. The form has lost its symmetry and grace but the heart is free and glowing with life and love. He sits contentedly in the old arm chair and his children's children play about. He remembers the time when he too was young and suppresses not their childish glee. The shadows of night gather about him but they bring no terrors. Slowly but unshrinkingly he goes down to the river's edge, a skillful pilot is his, and the storm tossed mariner finds at length a harbor where storms shall never come.

W. S. S.

OATHS AND THEIR MEANING.

AFFIRMATION UPHELD BY THE HISTORY AND CHARACTER OF SWEARING.

The new volume of the *Encyclopædia Britannica* just published contains a remarkably interesting article on the subject of "Oaths," which is particularly seasonable at the present moment in connection with the Bradlaugh discussion, and the information contained in which, from a historical point of view, ought to strengthen the position of Mr. Gladstone and the Liberal party in their desire to carry an affirmation bill.

The author, Dr. E. B. Tylor, makes it abundantly evident that the oath originally had no connection whatever with sacred matters. It is simply a relic of barbarism, "an asservation or promise made under non-human penalty or sanction." The idea of its having been at the first an appeal to the Divine Being is quite a mistake. The invocation of the Deity to punish was learned by the savage tribes from their civilized neighbors. An example of the "curse oath" is seen among the Nogos of Assam, where two men lay hold of a dog or fowl by head or feet, the animal being then chopped in two at a single blow as emblematic of the fate which is expected to befall the perjurer. Sometimes the person taking the oath would hold in his

hand a spear head or a tiger's tooth, by which act he virtually said: "If I do not faithfully perform this my promise, may I fall by these."

Another stage in the history of the oaths was reached when the swearer called on some fierce beast to punish him if he lied, believing that somehow it knew what he said, and had power to interfere in human affairs. Between the Russians and the wild Ostyaks of Siberia, for example, the head of a bear was brought into court, and the Ostyak, making a gesture to imitate eating, called upon the bear to devour him if he did not speak the truth. In the earlier stages of natural, or rather nature religion, objects were invoked, being looked upon as animate and personal. Thus the old Romans swore by the Styx or the Tiber, the Hindoo by the Ganges, while in New Guinea oaths are still taken by an appeal to the sun, the mountains, or weapons of war. The Romans had another custom, in the form of killing a hog by the sacred flint, with the invocation to Jupiter so to smite the people who did not keep their oath. Dr. Tylor had no hesitation in saying that the modern forms of adjuration can all be traced back in some way or other to these barbaric practices, while he dwells with emphasis upon the fact that among Christian nations there has been much difference of opinion upon the taking of oaths, St. Chrysostom and most of the fathers—violently denouncing the practice as "a snare of Satan."

The Christian custom of taking the oath upon a copy of the gospels seems to have been derived from the late Jewish practice, in which the oath was taken, holding in the hand the scroll of the law or the phylacteries, this ceremony itself being possibly adapted from the Roman custom. The practice of kissing the book appears first in the middle ages at the time when it became customary to touch the relics of the saints upon the altar, the cross, or bishop's crozier. Such an oath, where a sacred object was touched, was called a "corporal" or bodily oath, as distinguished from a merely spoken or written oath. The English word to signify this sacred object was "halidome," and this "halidome" is now for Christians the New Testament, for Jews the Old Testament, for Mahomedans the Koran and for Hindoos the Vedas. Dr. Tylor further reminds us that judicial oaths in England were at one time very numerous, but that they have been greatly reduced by modern legislation, and that the concluding words of the oath "So help me God," "have not for ages had any precise signification." On the general subject he contends that there is a growing feeling that only the ignorant and superstitious are bound by an oath; that it increases temptations to perjury, and encourages the inference that a man need not speak the truth unless he is upon his oath.—*Liverpool Mercury*.

CREDIT NOT GOOD.

"I suppose," remarked a tramp, as he helped himself to a pickle at the lunch table. "I suppose if President Arthur came in here and said: 'Johnny, let's have a glass of beer and hang it on the slate till pay day, like a good fellow,' you would let him have the stuff, wouldn't you?"

"Of course I would," pleaded the barkeeper with a wide smile. "Why wouldn't I?"

"And yet President Arthur is nearly 2,000 million dollars in debt," continued the tramp. "At least the government is, and you would have to wait until that was paid before you could get your nickel."

"Is it so?" asked the barkeeper, rather staggered by the figures.

"You bet! And I suppose if Queen Victoria walked in and said: 'Ho, Johnny, let's have a glass o' 'arf an arf, hand Hi'll tell me Lud o' the buttonbag to settle when 'e gets the spuds,' you'd spunk the wine up with your own fair hand, wouldn't you?"

"I surely would," returned the barkeeper.

"And yet Queen Victoria is in debt nearly three thousand million; or her government is, and you would get that ten cents about the middle of the next century."

"As much as that?" demanded the barkeeper in astonishment.

"Then the Emperor of Germany, if he should alight from his special horse car in front of your door, and say: 'Mien Gott, Chonny, give me a schoppen of schnapps, und I will pay for dot ven I solt mein dog, you wouldn't hesitate a minute, would you?"

"I suppose not," said the barkeeper rather startled by the information concerning the other potentates.

"And yet the same Emperor is in debt over one hundred and ten million," continued the tramp solemnly.

"I don't believe it," exclaimed the barkeeper.

"It's a fact," persisted the tramp. "And the Czar of Russia, suppose he should come limping in with some friends, and say, 'Hi, Johnovitch put the moujik on ice and let the bill stand over till Christovitchmas,' you wouldn't wait to come around from behind, but would waltz right over the bar, wouldn't you?"

"I don't know," replied the barkeeper, cautiously. "He owes two thousand millions," answered the tramp.

"Do them people owe it for bar bills?" inquired the barkeeper with a shudder.

"Most of it," responded the tramp. "But I don't owe any man on earth a cent; and yet I don't suppose you would trust me for a glass of beer to save my life, would you?"

"No sir!" shouted the barkeeper. "I wouldn't trust you for another free pickle. We liquor dealers are already out nearly 8,000 millions on the crowned heads, and I ain't going to give five cents more on a man that hasn't got even a brim to his hat. Put that pickle back in the bowl, or I'll stop up the rat holes with you?"

And the tramp went off to work the racket somewhere else, while the barkeeper figured up his share of the losses on the crowned heads and tacked something to the bills of his known to be paying debtors.—*Brooklyn Eagle*.

SWEET REVENGE.

BOB BURDETTE'S EXPERIENCE WITH AN OLD GENTLEMAN WITH A GENERAL AIR OF AUTHORITY ABOUT HIM.

As you go to Boston and Hartford by way of the Boston & Albany railroad, if you take the morning express, there are two parlor cars thereunto attached, with all the appurtenances thereunto appertaining, including a porter with a wisp broom in one hand and a place for a quarter in the other. Now these two parlor cars are twins, different only, as is the case with twins, in their names. The last time I went out that way, which was only a few weeks since, one of these cars was Gov. Hawley, and the other was "T'other Gov'nor," I don't remember who.

All went well until we reached Springfield. There the usual halt of five or ten minutes was made, the parlor car for Albany was switched off to its proper train and we went thundering on to Hartford.

Before we were out of the depot an old gentleman confronted me. Round-faced, well-dressed, quick-spoken, a little crusty and a general air of authority about him.

"Young man," he said sharply, "out of that."

"Out of which?" I said, in innocent surprise.

"Out of that chair," snapped the old party. "Come, be lively, I want to sit down."

I was puzzled and annoyed and stammered something about this being a parlor and——

"Yes, yes," he said impatiently, "I know all about that; this is a parlor car, and you've got my seat. Get up and get out of it without any more

words. Get a seat of your own somewhere and don't go around appropriating other people's chairs when they've gone for lunch. Get out, young fellow."

I am naturally a very meek man, but I did make one more desperate effort to retain my seat. I said I had occupied that seat——

"Ever since I got out of it at Springfield," snarled the old man. "I rode in that seat all the way from Boston, and the minute I left it you jumped into it. And now you jump out of it, and no more words about it, or I'll make the car full of trouble for you."

It began to dawn upon me then just how matters stood. In fact I knew, but I was nettled. Everybody in the car was laughing at me, and I do hate to be laughed at. I determined to wait for my sure revenge. I said: "You'll be sorry if you take this chair." He snorted fiercely, and I abdicated without another word in favor of the testy old jumper of claims who thus summarily evicted me. I arose, gathered up my hat, overcoat, lap tablet, newspapers, book, big valise, little valise and arctics, and thus burdened walked meekly to the rear of the car and sat down on the meanest, poorest, most uncomfortable seat in the whole train, the upholstered bench under the big mirror. The wood box in the smoking car is an easy chair in comparison with that bench. By and by the chair-grabber called out:

"Young man, where is that little red hand bag I left here?"

I meekly said, "I hadn't never touched it," and he roared out that it was there when I took the chair. But just then the conductor came along and glanced at his ticket while the old party explained how I had made way with his little red hand-bag. "That young man back there," he explained, "was in my chair when I returned, and my overshoes and a little red hand-bag is——"

Conductor, a brisk, taciturn man, full of his own business, here handed back the old party's ticket.

"Wrong train," he said brusquely. "Get off at next station. This train for Hartford and New York."

The old gentleman's face was a study.

"For Ha-Ha-wha-what!" he shouted. "I know better! Told me at Boston this car went through to Albany."

"Lem. see parlor car ticket," said the conductor, briefly. "Yes, that's all right, you're on wrong car; this ticket's for the other car. Your baggage half way t' Albany by this time. Get off at Hartford."

"Well, when can I get a train back to Springfield?" wailed the jumper of chairs.

"T'-night," said the conductor, and passed on to the next car.

Then I arose. I gathered up in my weak and long-suffering arms, my hat, overcoat, lap tablet, newspapers, book, big valise, little valise and arctics, and walked back to that chair and stood before the most crest-fallen man the immortal gods ever pitied. I didn't make a gesture; I just stood up before him, holding my goods, personal effects and railway chattels in my arms and looked at him. He arose and vamoosed the claim. And as I settled down in my recovered possession I made only one remark. I said to the poor old gentleman:

"I told you you'd be sorry if you took this chair."

And he marched back and took a seat on the upholstered bench, to the merry laughter of the happy passengers, and the last time I looked around, oh, crowning woe, the conductor was making him pay a quarter for his seat in the parlor car.—*Burlington Hawkeye.*

NIGHT THOUGHTS.

When all the world is cradled for the night,
And the laborer folds his hands across his breast;
His soul, in pleasant dreams, will take its flight.
While his weary, worn body lies at rest.

Much to man hath been revealed to make him wise and good, but that which wrings the heart the most, is the thought of death. Sad theater it is where men will fight the demon, death, in maddening midnight dreams, yet oft while in the whirl of giddy dance the thought of death will seize the soul of him who never saw health fade to death, nor heard a dying groan, and lead him from the decorated room a changed, a better man.

O, dreadful weight this thought of death which crushes the poor man's heart, unstrings the tenor cable of his soul, blasts all his earthly bliss and makes him sore afraid to die. Oft, with fright, the rabbit and the roe, within the distant groves of sacred shade, have startled to their feet by sound of rustling leaves beneath the feet of capering squirrels, but natural instinct bred within their pretty breasts, tells to them a tale of death, and bids them speed away. But man will scale the winding stairs of a kingdom's towering dome, and drag a nation's banners down, and die a daring fool, for his thirst for fame drives out the fear of death, while death drinks of his blood,

and soon, by pen, he is proclaimed the hero of our race. Proud title this, on monuments, for whispering words to kiss. In humble huts there dwells a lowly class, unschooled, who are daily scorned by Christian creeds, whom fair science never smiled upon, and philosophy is strange, whose very soul within shines like the fullest moon, their deeds are carved on golden leaves beyond yon distant sun, they are the treasures of their God, they welcome death as children welcome toys, their breath is fanned away by the wind of angel's wings, for learning, framed by mortal man, never taught them sin. On fiery chariots, whose iron lungs expand with heated breath, there rides a class of men who seem to hold a hundred lives within their faithful hands, they danger spy and every effort quick employ to save their precious lives, and the load of living freight who follow on behind; but nature's law too strong for sinewy arms, the iron monster reels and rolls, and he who gave it breath lies dead and mangled beneath the wreck of demolished wheels and rails. He kissed his little lambs at home and promised to return, but hurrying footsteps on the street bears dreadful news o'er the threshold of his home—a hero died—he's but a man, no monument is due. Within the damp and woeful walls of death-like dayless gloom, there lives a class of men condemned, who note the fleeting moments as they fly, who dread to sleep for fear of frightful dreams, who figured fine to fasten on to gold, who did delight to whet their glittering sword to shield within some harmless heart the polished blade. They seek and seek in vain, with eyes bedimmed with tears, to find some avenue to light, some place on which to rest a hope, but seek in vain. Dark and darker still the darkness grows, until they sink, and disappointment stands their only comfort still.

'Tis a solemn scene for human sight to penetrate the darkness of a vacant cell; but what when filled with men! Men in whose breasts the swords of reason were unsheathed to war against all sin. Sad lot, shut in from outward loveliness, shut in from sound of lyre, shut in from song of birds, shut in for life, from liberty, to die in chains, a God-defying fiend. To die, to bid adieu to this green earth, to be adorned with flowers, to be called by name and no power to reply, to be the cold recipient of warm kisses and hot tears, to exchange this warm bed for a grave in the open field, to repose in darkness at midnight and at noon, to lie beneath the sweet perfume of the pansy and the rose, to be corruption and the birth place of the worm! Ah! to pass this dread ordeal seems hell sufficient.

JOE CANTHOCK.

April 12, 1884.

RECOGNITION AT SEA.

In view of the many first class lines now crossing the Atlantic, the question that first suggests itself upon seeing a steamer in the distance is: To what line does she belong? Is she an Inman, Guion, White Star or Allan boat, or is she a Cunarder? To the uninitiated all steamers look alike at sea, and it is frequently a puzzle to the passengers to understand how the officers can tell so readily on being asked—even if the strange vessel be passed at night—to what line she belongs.

Each line has a distinctive "funnel mark" by which its steamers can be told by day, and a distinctive kind of firework signal by which they can be known by night. When you see a steamer whose funnel is two-thirds red with a white band and a black top, you may know that she is an "Allan Liner." If at night she sends up blue, white and red rockets in succession, she belongs to the same line.

An "American" line steamer will have a funnel, the lower part of which is red, with a white keystone painted on it; above these will be a narrow white band with a black top. The night signal is first a red light, followed by a Roman candle throwing six red balls, and then another red light.

If a steamer's funnel is buff, with a black top; she is a "White Star" boat, and her night signal will be a green light and a rocket throwing two green stars.

When you see a black funnel, with a white band about a third from the top, it will show an "Inman" steamer; and a night signal of blue lights forward and aft, with red light on the bridge and a variegated rocket, will tell you she belongs to the same line.

The "Cunard" line is known in the daytime by a red funnel with a black top, and at night by two rockets and blue lights simultaneously.

If the funnel is black, with a red band two-thirds of the way up, it is that of a "Guion" steamer, to which line the famous Alaska and Arizona belong. The night signal of the line is blue lights burned forward, aft, and on the bridge simultaneously.

A steamer with a white funnel, with a black top to it will be a "National Line" boat, and her signal at night will be a blue light, followed by a rocket and then a red light.

The "Anchor Line" boats have black funnels without any mark, and the night signal is red and white lights burned alternately.—*Boston Transcript.*

SURLY BRAKEMEN.

To the Editor of the Railroad Gazette:

Your article on "Brakemen" in the last issue is pertinent, but do you not think that as the superintendent is so are the brakemen? I have traveled hundreds of thousands of miles over railways in this country, and I never rode on a line that employed surly brakemen but that it seemed to me the superintendent was the party in fault. Some lines are noted for courtesy and comfort, others for boorishness and discomfort. The superintendent is the man to lay hold of for all these troubles, for he is supposed to supervise them.

E. P. W.

NEW YORK.

[Doubtless train-men take their cue from their superior officers; but we had in view not so much positive rudeness as neglect of attentiveness. The superintendent should, indeed, supervise, and enforce good manners as well as discipline. It is, however, not always possible for him to exercise supervision so minutely, because there are too few of him. The division or other superintendent, who is constantly pressed by duties of the most indispensable kind, not only is likely to neglect the enforcement of good manners, but to become rather savage himself. This driving men with work so that they grudge the time necessary to say "thank you" is most destructive of good manners, and it is an exceptional man in whom they survive after a few years of work, in which he must always be thinking of the quickest way to get rid of a visitor.—*Editor Railroad Gazette.*

We produce the above for various reasons, the principal one is to give a little personal experience in this matter, and can but agree in part with the correspondent, but it is much more the fault of the conductors in charge of the train. He has the affairs of the train under his immediate eye and should see to it that none of his subordinates treat passengers discourteously, and this bad feature in our service comes oftener from slackness on the part of officers than any other point in the case. It is easy to see when you start on a line whether the officers or the men under them manage the road, and we have always noticed the state of affairs mentioned by the correspondent where the latter is the case. To illustrate, we noticed the following not long since: A train consisting of engine and two cars pulled into a junction point, the connecting train was not there. Gentleman and lady traveling. Time, 8 A. M. No breakfast.

Gent.—"Brakeman, do you know how long we will remain here?"

B.—"*No.*"

Gent.—"Is there any place here where we can get a lunch?"

B.—"*Yes.*"

Gent.—"Will you please ascertain how long we will be detained here; we would like to get a lunch."

B.—"*You have got as much time as I have!*"

Gent. to conductor strolling along—"Conductor, will we have time to get a lunch?"

C.—"*Don't know.*"

There was a good hotel on the side of the track where nearly all the passengers on the train could have eaten a good breakfast. Being inside "as it were," ascertained where the train was, and had fifty minutes to digest a good breakfast, with others who would chance it, who said they would get breakfast if they did get left. This, we were informed was a usual occurrence on that train. The conductor preferred his cigar and his own comfort to that which he was paid to attend to, and the brakeman followed suit. Slackness is always contagious and it will soon go from top to bottom of any service, and crops out strongest in the lowest grades.

TRY IT.

A group of traveling men were gathered about a stove in a hotel office the other evening, when one of them started his fellows by saying:

"I don't believe that one of you can tell what kind of numerals are on the face of your watch, and if you can I will bet the cigars for the party that not a man here can write them down as they are on the watch."

"I'll take the bet," said one who prided himself on his qualities of observation. "I look at my watch at least ten times a day, and I know I can do it."

"All right—begin," remarked the man who made the proposition.

"Do you want them in a circle?"

"No. Along a line will do."

"Well, here goes," and he began putting down I, II, III, until he got to four, where he hesitated. First he put down IV, and then glancing at the clock in the room, changed it to IIII, and proceeding, wrote V, VI, VII, VIII, IX, X, XI, XII.

"There!" he said, exultingly, "I think I have won the cigars for the crowd."

"All right," said the confident man.

"Well, show me VI on your watch and I will settle for everything," remarked he who made the proposition.

All crowded around and gave the smart man the laugh, and he then and there resolved never to bet on a man's own game.—*Cincinnati Enquirer*.

Another group of "traveling men" were auditing a certain set of books in January last, and having some leisure time on their hands while the expert was making his examination they whiled it away by relating anecdotes, wagers for cigars, etc. Finally, after the last cigar had been smoked, Erwin thought it time to have another, and commenced the attack by "Say, Hi, I'll bet the cigars you can't write the figures that's on your watch dial." Hi was too old to be caught with chaff, however, and declined to nibble, although Erwin told him he might write the numerals on a line, that the space between didn't make any difference, and made various other statements to induce Hi to accept the wager. After an hours' discussion, finding no one inclined to invest, Erwin said: "Well, I'll tell you how it is, Hi. You see there's no six on your watch, and if you had written them you would have lost." "No I wouldn't!" "Yes you would!" "I'll bet the cigars I wouldn't." Taken, look at your watch!" "You come and look at it." Erwin looked—and lost: The VI was there.

Legal Department.

ABSTRACTS OF RECENT DECISIONS.

Reported Expressly for the MONTHLY.

I.

Railroads—Ejecting Trespassers From Engine.—The servants of a railroad company to whom the management and control of an engine has been entrusted, whether used for switching or other purposes, have, while using and controlling it, implied authority to remove from it any trespasser who may get on it, or attempt to occupy or control it. The fact that switching engines are used for local purposes and not for the purpose of receiving and discharging passengers, does not change the right of employes to remove from a switching engine persons wrongfully on it, whether their presence may or may not interfere with the use of the engine and the business to be transacted. Where a party wrongfully takes passage upon a switching engine and is removed therefrom by being pushed or jolted from his position and falls to the ground receiving injuries thereby, he cannot recover for any damages he may have sustained.

Carter v. the L. A. & C. R. R., Ind. Supreme Court.

NOTE: The appellant Carter, an ex-employee of the company came upon the engine with an avowed purpose of controlling the engine, but was requested to leave the engine which was then moving, which he refused to do unless the engine was stopped. The managers of the engine refused to stop it and forcibly ejected the trespasser from it.

II.

Excursion Ticket.—1. A passenger holding an excursion ticket, not limited on its face as to time, and who has not actual notice that it is a limited ticket, can use it at his discretion.

2. *Connecting Lines—Whose Agent Conductor was, is a Question of Fact.*—The plaintiff in this case sold a ticket over a connecting road which contained a provision that "in selling for passage over other roads this company acts only as an agent and assumes no responsibility beyond its own line." The ticket was refused by the conductor of the train on the connecting road and the passenger ejected. Held that it was for the jury to say in whose employ the conductor was.

The Pennsylvania R. R. Co. v. Spiker, Pa. Supreme Court.

III.

Negligence—In Failing to Properly Couple Cars.—Where a railroad company receives a passenger on its cars for passage before making up the

train, and the coach which she entered being overcrowded, was informed by the announcement of the conductor in charge, that another car had been added in front, and the adding of the car had been felt when it was pushed back and it was found in proper position for the reception of passengers though in fact not securely coupled, so that just as such passenger was in the act of stepping from car to car the latter moved forward suddenly, causing her to fall to the earth, whereby she received a severe injury, it was *held* that the passenger had the right under the conductor's announcement to assume that she could pass from one car to another with safety, and in so attempting, was not chargeable with want of ordinary care, and if injured through the carelessness and negligence of the defendant, without fault or negligence on her part, is entitled to recover damages from the defendant for such injury, whether the defendant owned the car and engine or not.

The Hannibal & St. Joseph R. R. Co. v. Martin, Ill. Supreme Court.

IV.

Negligence—Of the Deceased Sufficient to Defeat a Recovery.—1. Where an employe of a railroad company was sent on a wrecking train to assist in clearing the track of a wrecked train, instead of taking his seat in the car, in violation of a published rule of long standing, entered the locomotive and took a seat with the fireman, where he remained until a collision took place with a freight train and he was killed. *Held*, that he was guilty of such negligence in taking an extra hazardous place as to bar any right of action by his personal representatives, notwithstanding the negligence of the servant in charge of the train.

2. Where the wrecking train carrying the deceased with a number of others under the charge of the engineer, who acted also as conductor, and by his neglect to obey instructions the train collided with another resulting in the death of deceased, it was *held* that the deceased and all the other employes on the train, including the engineer and fireman, were fellow servants of a common master engaged in the same line of employment, within the rule excluding a right of recovery by one servant for the negligence of a fellow servant.

Abendis v. The Terre Haute & Indianapolis R. R. Co. Ill. Supreme Court.

V.

Railway Negligence—Conductor and Engineer are not Fellow Servants.—This is an action to recover damages for injuries which the plaintiff sustained while engineer of a freight train by a collision with a gravel train. The complaint alleges that both trains belonged to the company; that he

was in charge of his engine, and running on schedule time and had the right of the road except when otherwise ordered. At the time of the collision the conductor of the train had the entire charge of running it. That it was the conductor's duty under the regulations of the road to show to the engineer all orders which he received with respect to the movements of the train; that the conductor was informed by telegraph of the coming of this gravel train and ordered to hold his train at M. until the gravel train arrived. That the conductor neglected to deliver to the plaintiff the order he had received, and after the train started he went into the caboose and then fell asleep. The train ran past M. and continuing at a high rate of speed entered a deep and narrow cut, followed by a sharp curve where the collision occurred, destroying the engines, damaging the cars of the two trains, inflicting upon the plaintiff severe and permanent injuries for which he brings this action.

Held, 1. That a conductor having the entire control and management of a railway train, occupies a very different position from the brakeman and other subordinate employees. He is the personal representative of the corporation for whose negligence it is responsible to subordinate servants; that he has entire control and management of the train to which he is assigned; that he directs when it shall start, at what speed it shall run, at what stations it shall stop, and for what length of time, and that everything essential to its successful movements, and all persons employed on it are subject to his orders. Therefore, in no sense is the conductor a fellow servant with the fireman, porter or engineer. The latter are fellow servants in the running of the train under the conductor's direction, who represents the corporation.

Held, 2. That the conductor of a railway freight train is not a fellow servant with the engineer in charge of its engine, within the meaning of the rule which exempts a master from liability for the negligence of his servant, whereby another servant, engaged in the same common employment, is injured; but such conductor is the vice principal of the company. Judgment affirmed.

Chicago, M. & St. P. R. R. Co. v. Ross. U. S. Supreme Court.

VI.

Railway Conductor's Authority in an Emergency to Bind the Company.—This is an action brought by a surgeon against the company for medical services rendered to one of its brakemen. In this case many miles distant from the main office a brakeman had his foot crushed by a wheel. The in-

juries required immediate surgical attention. The conductor in the capacity of the company's agent employed the surgeon to attend the wounded servant. The company resisted payment, denying any liability on account of the particular acts of the conductor. On appeal it was

Held, That in ordinary cases a conductor or other subordinate agent of a railway company has no authority to employ surgical or medical assistance for a servant of the corporation who receives an injury or becomes ill, but there are cases which constitute a class in themselves.

The authority of an agent is to be determined where he has authority from the facts of the particular case. An emergency may arise which will require the corporation to act instantly, and if the conductor is the only agent present and the emergency is urgent, he must act for the corporation *and his acts will bind it*. In cases of emergency, where an employe or other person is the injured person the conductor has authority to act and bind the company. (see 24 Kas. 228). Any subordinate agent may in the company's behalf, call surgical aid when the emergencies of the occasion demand it, and when he is the sole agent of the company in whose power it is to summon assistance to an injured and suffering servant.

The T. H. & I. R. R. Co. v. McMurray. Ind. Supreme Court.

VII.

Negligence—Contributory Negligence—Master and Servant—Brakeman Struck by Overhanging Bridge.—A brakeman on a freight train while in discharge of his duty on top of a car was struck by an overhead bridge and killed. Previous to his employment as brakeman, he had been employed in the company's yards in shifting cars, making up trains, etc. At the time of his employment as brakeman he was warned by the company's agent to look out for the overhead bridge, and his fellow brakemen were instructed to show him the bridges and warn him of the danger of them. He had passed under this bridge three times in daylight. On the night he was killed, on leaving the station he was warned to "look out for the bridge," and upon approaching the bridge his fellow brakeman, observing that he was standing, shouted to him to stoop, but he did not do so. In an action for damages brought by the administrator, the defendant company demurred to the evidence, and the court

Held, 1. That the deceased was guilty of negligence which was the proximate cause of his death, and the company is not liable in damages therefor. 2. The risk being one incidental to the employment, and arising from causes open and obvious, the dangerous character of which the de-

ceased had the opportunity to ascertain, must be held to have been in contemplation at the time of the contract, and to have been assumed by him. For this reason also, the company is not liable.

Administrator v Richmond, etc. R. R. Co. Virginia Court of Appeals.

VIII.

Demurrer—Evidence—Personal Injury.—The appellee sued the appellants for injuries received while moving a heavy shaft away from a lathe planer. The appellants demurred to the evidence. In this case there was evidence tending to show that the appellant did not provide proper machinery and appliances for moving such a heavy shaft, and there was also evidence tending to show that the person in charge of the moving of the shaft was incompetent, and that the plaintiff without any fault of his, was by means of insufficient machinery and the incompetency of his fellow servant, injured by reason of the negligence of the defendants in failing to provide such machinery and in employing such incompetent person.

Held, That on demurrer to evidence, everything will be taken against the party demurring which the evidence tends to prove, including every fair influence deducible therefrom. In such cases the employer is liable and the judgment of the lower court will be affirmed.

Nordycke, Marmon & Co. v. Vansant. Ind. Supreme Court.

IX.

Master and Servant—Negligence—Defective Machinery—Promised Repairs, Etc.—This is an action by an employe against his employer for personal damages for an injury caused by defective machinery. In this case the servant notified the master of the defective machinery which rendered the service which he engaged to perform, more hazardous. The master promised that immediate repairs should be made, and induced the servant to continue. On appeal it was *held*, that when the master *expressly promised to make the needed repairs*, the servant may continue in the employment a *reasonable time*, to permit the performance of a promise in regard to repairs, *without being guilty of any negligence*, and if any injury resulted therefrom, he may recover, unless, when the danger is so imminent no prudent person would undertake to perform the service. (Cases supporting the above doctrine may be found in 70 Pa. St. 380; 62 Mo. 35; 100 U. S. 213; Wharton on Neg. 220.)

Missouri Furnace Co. v. Abend. Ill. Supreme Court.

X.

Railways—Judicial Knowledge of the Duties of General Manager.—

Where an employe of a railroad company is injured, the employment of a nurse for the injured person is not within the scope of the authority of the roadmaster and he cannot bind the company by such an employment. (See 18 Kas. 458; Woods on Master and Servant sec. 362; 28 Mich. 289; 4 Nev. 78; 75 Mo. 122; 54 Mo. 177). A contract which an agent has no authority to make may be ratified by the corporation, so as to become binding on it. The court will presume without evidence and take judicial knowledge of the fact that the general manager of a railroad company has authority to bind the corporation by contracts for medical and other services rendered to an injured employe, passenger or other person injured by any agency of the company. (See 1 Doug. Mich., 457; 110 O. St., 153; 19 Ind., 218; 11 Ind., 301; 18 Kas. 458; 24 Kas., 228). Where (as in this case) a contract to pay a nurse for an injured employe was made by the road master and ratified by the general manager, the company is bound by such contract.

The L. E. & St. L. R'y Co. v. McVay. Ind. Supreme Court.

SOME LEGAL POINTS.

(a.)

Master and Servant—Risk of Service.—In Wisconsin it is held that to go under a car standing alone on a side track for the purpose of repairing it, is not, in itself, a dangerous service the hazards of which are assumed by a person employed in that business, And where one thus engaged by the orders of the foreman, was injured by the advancing of a train on the car he was repairing, the company was held liable.

59 Wis., 127.

(b.)

Liability of a Company for Servants Acts—Who a Servant is.—A railroad company is not responsible for the wrongful acts of a contractor in taking trees from the land of another in procuring material to be furnished under his contract. If he acted as agent or employe of the company he would be liable. The mode of payment is a circumstance of much weight in solving the question of relation. If the party is the mere instrument of the company, engaged to get materials and labor for it, and is to be paid for his services a compensation measured by his disbursements for the company, he is its agent and the company is liable for his acts as such; and so if

a party engaged in constructing part of the road bed of a railroad, employs laborers who are entered on the pay roll of the company, he is the company's servant.

61 Miss., 581.

(c.)

Conductor—Company's Agent.—If a man enters a car while sick, the conductor is not bound to wake him at his stopping place; and his agreement to do so imposes no obligation on the railroad company.

61 Miss., 8.

(d.)

Laborer's Lien.—When laborers on a railroad are given the same rights as other mechanics, they take these subject to all the obligations imposed by subsequent sections of the same act on other mechanics. And so they cannot impose on the owner of the works any higher duty or further payment than he by his contract has imposed upon himself.

61 Miss., 509.

(e.)

Negligence—Killing Minor Employee—Parent.—Where a railroad company employed a minor, without his widowed mother's consent, and he was killed by accident in performing certain dangerous duties to which he was assigned.

Held, (1.) That evidence that he was skilled in such labor was inadmissible against the plaintiff in a suit brought by his mother. 2. That the employment of a minor, without the parents consent, will, in the absence of other evidence, be presumed to be against the parents' will. 3. But that an instruction in such case is erroneous which assumes that the defendant was culpably negligent merely because the employment was dangerous, and the different parts of the machinery were not adapted to each other.

94 Ind., 250.

(f.)

Injury to Drunken Passenger.—A drunken Passenger on a railway train was, in consequence of his condition, carried past his destination, and then, failing to comprehend his liability to pay further fare or to get off the train, was removed lawfully from the train by the conductor and placed a short distance from the track. Afterwards he wandered on the track, where he was run over and killed by another train, at a point where those in charge of the latter train could not see him in time to prevent the accident.

Held, That the company was not chargeable with notice of his condition or of where he was, and was not liable for his death.

94 Ind. 277.

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

C. S. WHEATON, Editor.

TRAIN ORDERS AND RULES.

The above subject should interest all classes of employees, particularly those in active train service. The force and value of standard time and signals are seen by all who are in any way connected with the service; they are now a fixture and we hope to see them adopted by every line in this country, for the sooner they are brought into effect the better it will be for all interested. The standard code of signals, as a rule but imperfectly worked and indifferently observed by employees, will perfect itself in time through a purifying process that will be of great benefit to the service, but we fear, detrimental to some of the employees. It will be the same with uniform rules and orders. Many dispatchers to-day claim the double order system cannot be worked on their lines, simply for the reason that they will not have it. If an order goes into effect that they are compelled to use it. They will in some cases, impair its value by deviation.

There is always a war on our lines when a change is made, whether that change be beneficial or not, and employees refuse to see the advantages until compelled to; then many times they will not admit it. With a uniform code of rules, discussions such as we now read in the *Railway Age* and other railway periodicals will disappear, and a general good understanding of right and wrong will prevail. What stronger recommendation for the system could be advanced in its favor than this one fact?

Another advantage to be derived from the universal adoption of these standard rules, would be in obviating the necessity of re-learning an employe every time he changes his position. Train men are rather migratory in their habits, and it is desirable to have them educated under one system so when a man is found worthy of employment, he has a knowledge of the rules and orders in use and should be able to pass an examination on your line at once.

Train orders are the source of more serious mistakes than any other branch of railway service, and this should be an incentive for all officers to

see that the orders for the movement of trains are plainly worded, pointed in character, and as brief as possible. Dispatchers should say what they mean and not what they do not mean, leaving the train men to guess at their intentions; as one once remarked in an argument, "Well, it is not right, but our men understand it."

The same thing has been expressed by train dispatchers many times, and once we heard it from an officer. Now suppose some day, a conductor or engineer is found who understand just what is said, and not what is meant; ten thousand dollars worth of property is destroyed, and who is to blame? The conductor and engineer will undoubtedly be discharged for not knowing what the dispatcher meant when he said something else.

We believe the time has come when all employes of whatever grade should discuss these matters fully, and give their ideas on paper, assisting all they can to bring about this desired result as soon as possible. It will take ten years to get it perfected, so let us all get to work at once, and give our might towards advancement.

"FOR THE GOOD OF THE ORDER."

In some organizations with which many of us are acquainted, this question is put at every meeting: "Has any brother anything to offer for the good of the order." While we may not, in division session, put or reply to this query, we may through our "MONTHLY," of which we are justly proud. Consider it put by our chief, and "standing in our place," offer something "for the good of *our* Order."

It is an admitted fact, in this busy world there is no standing still in any department of life. In art, literature or science, perfection means progress; inertia, decay. Having attained a desirable standing, the artist, the writer, or the student who rests therewith content, will find in time, frequently short time, the hands less delicate of touch, the mind less fertile, the brain less capable of grasping and solving than before inaction. And continued inaction results in less capability, therefore something lower than a desirable standing. What is true of the examples mentioned is true of society in general. And I may, justly claim the large array of conductors who belong to organized divisions in the United States and Canada, form no insignificant portion of society.

Who of us, counting two score years of life and a decade and a half of railway service can not point to the progress in the "tone" of the conductor

of twenty years since and of the present day. True, some of this improvement is due to the demands of corporations for a higher grade of perfection in their employes. But the strongest incentive was a realization on the part of employes, that only by such progress and attainment of intelligence and deportment could they succeed or find promotion in their chosen calling. Those who refused to comply with the "signs of (demand of) the times," are now occupying subordinate positions or are out of the service.

The "Register" and Reports" of twenty years ago and their counterpart of to-day show a "clerical" difference, needing only comparison to be appreciated.

Having shown ourselves capable of improving the intelligence of this branch of the service the next step was to put a polish on the improvement. While we do not say politeness was absent from the conductor of the two decades past, *as a rule*, among freight men, *it was not conspicuous*.

We have made encouraging strides in this direction, yet there is a large field upon which to operate in our day. We have mothers, sisters, wives and daughters. In their presence we can be gentlemen, certainly *will* be if we are self respecting. Why not among our daily associates? We will not be less efficient or vigilant therefor. Too many of the new members of the profession are led to adopt just such a standard as they enter upon their promotion, thinking no doubt to further their interests by not assuming superiority if better qualified. Let us elevate the standard of manhood so high that whoever enters our ranks must look and work up before he can feel at home in our company. How to do this? First: Cultivate our natural ability, for no ignoramus will long be entrusted with a train. Second: Polish ourselves as well as we are capable of doing to enter any society. Third: Put the lock of prohibition upon our lips against anything that will deaden our intelligence or mar the manners of a gentleman, thus avoid defeat.

Brothers! Railway men are plenty, but non-drinking railway men are few. Can we afford to take the risk? Having attained a higher standing of intelligence which brings a capacity to be real gentlemen, shall we stop here or take another step and assure corporations that we are not only capable and agreeable, but *always reliable*? No conductor is always reliable who *may* take intoxicants, either on or off duty. We would progress and elevate the standard.

Brothers, as you would be efficient, be intelligent, as you would progress be gentlemen, as you would disarm suspicion and attain the standing to which we are entitled, be constantly on guard over our lips, let no liquor *in* or unbecoming language *out*, and thus work for our own and our families good, thereby offering "something for the good of the Order."

S. E. F.

Fraternal.

A RESULT.

The frequent make-up of many a "society"
 May briefly be termed, and justly, "variety,"
 Where various classes come with propriety
 Unto the lodge instructors.

Whatever the calling, in an honest selection,
 Though it be followed far short of perfection,
 Insures them entrance or *careful* rejection,
 Except the O. R. Conductors.

If other lodges are heard complaining
 Of refractory brothers, who rules are straining,
 Laying the blame on their early training,
 Outsiders may be "taken in."

For the mechanic or tailor, who works now and then,
 This may suffice, but it's absurd when
 Speaking in connection with R. R. men
 Whose "training" is *discipline*.

While other lodges are open to danger,
 Because they admit from merchant to granger,
 With opposite interests, and often a stranger.
 Of *this* we've surely no fears,

For he who enters our door will find
 There's hope ahead, not "left behind."
 Within he meets all of *his* kind,
 Friends of a "year," or years.

Surely it's no chimerical plan,
 Under title of brother to look for a *man*,
 Who, upon all occasions we can
 With certainty depend.

United within and loyal, we make
 To accomplish what we undertake,
 Working for self and each other's sake,
 Ready each one to defend.

In lodge we are men, and brothers also,
 May the fact be known wherever we go
 As the highways of commerce bear us to and fro
 On our way to eternity.
 Wronging no one, thus unworthy of blame,
 Consenting to be unknown to fame,
 Claiming and *earning* only one name,
 And *resolved to gentlemen be.*

S. E. F.

 MIDDLETOWN, N. Y., March 2, 1885.

C. S. WHEATON, ESQ., G. C. C.:

Dear Brother:—Some time ago I was elected correspondent of our MONTHLY but have been so busy that I have not had time to write you any news, but will make a break and send you a few items to-day, as follows:

Millard Division No. 104 was presented at our twenty-fourth regular meeting with an elegant tablet (of black walnut with satin wood letters and a life-like picture of brother Millard) from brother C. E. Weisz. We were surprised to find that brother Weisz was a first class cabinet maker as well as a very popular conductor. The tablet was accepted with a few appropriate remarks by our chief conductor, brother Brazee, and a vote of thanks by the division.

Brother L. S. St. John, for the past ten years a popular conductor in the employ of the N. Y., O. & W. R'y and a member of our division, tendered his resignation February 15, to engage in the hardware business in Walton, N. Y. Brother St. John is a very good judge of all kinds of hardware and any of our brothers calling on him will be royally received. Success to him is the wish of Millard Division No. 104.

The conductors and train criers have been changed on the N. Y. O. & W. R'y, among them our chief conductor, brother Brazee. The runs although lengthened will no doubt suit our brother as it will take him among his relatives and friends on the middle division. We noticed on his last trip that his friends at Horton and Trout Brook were pleased to meet him. Jim is very popular in that locality and has not run there for the past two years. Brother W. S. Cook is running opposite brother Brazee, although being a new conductor on the middle division is becoming very popular.

You will hear from us again shortly. We do this as a starter. Please sign me as

PULL HAIR SWITCH.

FORT WILLIAM, Ontario, March 3, 1885.

EDITOR MONTHLY:

In your February issue of the MONTHLY I notice a piece from Division No. 47, but our correspondent confines himself to Winnipeg alone, giving no consideration to the unfortunates who have been allotted to the Thunder Bay division of the Canadian Pacific railway. Although somewhat out of the world we have a good class of men and all good workers for our Order. On our passenger trains we have brothers Renter and Brown of Division No. 47, on freight, brothers McLennan and Rapelje of No. 47, the latter having just returned from a two months' visit at his home in Chipewawa, Ontario; next comes brother Woods of No. 17, brother Iles of No. 15 and brother Ensley of No. 13, who is at present enjoying a three months leave of absence in the sunny south; we have also on freight, conductors Cauliffe, Walker and Gibbons. We have for our officials brother John Niblock, superintendent, Port Arthur, and brother J. A. Cameron, train master, stationed at Winnipeg, and to say that everything moves smoothly under their able management would be putting it in a very mild form. We have every reason to be proud of our officials and all seem to be satisfied in the way we are being treated under them. Business is very dull at present but we expect to see good times again on the opening of navigation, also to see again the smiling countenance of brother R. T. Young in the ticket office at Port Arthur, which position he held last season. We have a very poor opportunity of knowing what is going on in the Division room as we are 430 miles from Winnipeg. But we expect when the eastern division of the road is taken over (necessitating a large increase in the staff of train men) to be able to start a division here, although we will be very reluctant to leave old 47, as we have had some very pleasant evenings, and some very hot ones, too, with our brothers there. But with the ability we have now and the addition of a few more members we would try and keep up the good record and order that has always characterized No. 47.

Brother Baden, who has been with us for some time, has gone south to seek pastures new. We hope to hear of his early location.

A good many of our brothers are members of our insurance and we hope before the beginning of the new year to have them all enrolled on the list, and I hope our brothers will work for this cause and make our insurance reach 2,000 members before our next convention. I hope to see something from our many divisions of the road as our members of No. 47 are to be found on every division from the Thunder Bay to the Rocky Mountains.

Yours in P. F.,

DEBONE,

CASTLE MOUNTAIN, N. W. T., February 20, 1885.

DEAR EDITOR:

As a little information from the Rocky Mountain division of the Canadian Pacific railway may prove interesting to some of the brothers in the east, I will give a few items, the first one being a subject which never fails, the weather. We have all sorts, for instance: on February 3 there was heavy rain and serious floods at the first crossing of the Columbia river, nine inches of snow fell at the summit, I had a good swim in a hot spring situated thirty miles east of the summit, and the thermometer showed 47° below zero at Swift Current. All this occurred on the same day, and on four divisions, a distance of about 500 miles. Business has been good out here this winter and all the boys have made more than full time. We have been hauling ties from the mountains to Medicine Hat, ties to be used for a narrow gauge road to run from Medicine Hat to a coal mine near Fort McLeod, 110 miles. As this may not reach you, our mail service not being of the best, I will come to a "dead stop."

SASKATCHEWAN RIVER.

DIVISION NO. 170, CAMDEN, NEW JERSEY.

About one hundred railway conductors and road officials gathered in Jackson's Hall, Fourth and Federal streets, yesterday afternoon, and formed Camden Division No. 170 of the Railway Conductor's Association. The following officers were elected: Chief Conductor, James G. King; Assistant Chief Conductor, Samuel L. Durand; Secretary and Treasurer, J. P. Ancker; S. C., Charles Ellreth; J. C., M. A. Stewart; I. S., J. R. Bartlett; O. S., Josiah Lee; Assistant Secretary, L. H. Wilson.

In the evening the members and invited guests repaired to the West Jersey hotel, where in the west parlors a long table had been prepared by Parsons. An elegant banquet was spread to which about fifty sat. It would be hard, indeed, to find a gathering of finer looking, intelligent, healthy men than sat down at the banquet board. Some of them had traveled many thousand miles in the years they had been connected with their roads and witnessed many changes in life as they rushed through the world.

After dinner speeches were made by Grand Chief Conductor Wheaton, who reviewed the history of the Order of Railway Conductors, and spoke very entertainingly of the relations existing between employees of the great railway systems, the necessity for a high standard of manhood in the conductor and the responsibilities of his position; by Superintendent Bannard, who complimented the conductors in his charge for fidelity and politeness,

and by Train Master R. D. Keene, who also spoke well of the men under his charge. The meeting then passed resolutions of esteem for "Steve" Parsons and adjourned.

An interesting feature of the banquet was the entire absence of stimulating liquids. Mr. L. Wilson was chairman of the committee of arrangement.—*Camden Post*.

Camden Division No. 170, Order of Railway Conductors, was organized yesterday afternoon at Jackson's hall, Fourth and Federal streets, by Grand Chief Conductor C. S. Wheaton, when the following officers were elected: C. C., James G. King; A. C. C., Samuel L. Durand; S. and T., J. P. Ancker; S. C., Charles Elfreth; J. C., M. A. Stewart; I. S., J. R. Bartlett; O. S., Josiah Lee; A. S., Levi H. Wilson. After the installation of officers and the transaction of routine business, the officers with a number of prominent railroad officials and invited guests sat down to a sumptuous banquet last night at the West Jersey hotel, prepared for them by the genial "Steve" Parsons in his best style. The committee of arrangements were under the leadership of conductor Levi H. Wilson, and they deserve great credit for the manner in which the guests and members of the Order were entertained. After the removal of the cloth, speeches, recitations and mutual exchanges of good feeling and fellowship was the order of the evening. Grand Chief Conductor Wheaton reviewed the progress of the Order at considerable length and showed how it had increased in numbers and power since its organization.

Superintendent Bannard spoke of the friendly feeling that existed between the officers of the road and the conductors, "and," said he, "as long as such a feeling exists it will tend to establish a bond of mutual esteem and friendship between them. I am pleased to say that I have never placed an order on the blackboard but what the conductors had honestly and faithfully carried out or else had given a suitable excuse for not doing so, and trust that the day will be far distant when any diversity of opinion shall exist between the officers and conductors." Mr. R. S. Keen, Mr. Charles Mayhew and other well known railroad men made addresses, after which an adjournment was made to the hall, where resolutions were adopted thanking Mr. Parsons for the hospitable manner in which he had entertained them. As this was the first meeting and taking into consideration the number of conductors that were enrolled as members, it promises to be one of the most flourishing branches of the Order in the United States—*Camden Courier*.

Railroad Rumbings.

LEARNING THE ROPES.

"Is your name Sam Parker?" said a tough looking citizen from Salt Creek, coming in to the L. & N., A. G. P. A's office at Fourth and Vine streets.

"That's it," replied the busy officer, as he tore up an application for a pass from the editor of a country paper.

"Well, kin yer tell me what in thunder all this lingo I hear in the offices 'roun' town, means?"

"How?" queried Sam, with a puzzled look.

"Why all them queer names for railroads. One man tole me to go to the three seasons eye office, (108 West Fourth street,) an' I run into every pepper, salt and vinegar mill in the durn town fur tickets. Then they tole me, mebbly I wuz a lookin' fur the bean owe office, and I chased around all evening among the vegetable stores."

"Did you find the place?" asked Mr. Parker, now quite interested.

"Of course I didn't. They aint no railroad offices in that part of the durn town."

"Where did you go then?"

"I sidled up to another man, an' he tole me it was the see bee and double you I was after, an' I backed squar out, for I didn't want to see no bee and git doubled up, you bet."

"What was your next move?"

"I wuz about three-thirds loose in the skull by this time, an' I met a chap an' ast him what wuz the matter, an' he said as how I wanted the seein' owe, an' I 'lowed as I didn't have no owe of no kind, an' he said it was owin' Em I wanted, an' I called him a liar, an' said I wuzn't owin' Em, nor no other dang female, an' left him stan'in' with his mouth open like a fly trap."

"Pretty hard time you were having," interposed Samuel, sympathetically.

"Ruther, but that wuzn't all. I see another one with a hammer in his pocket an' some show bills in his fist. an' he said he was shore it was the nippin owe I wanted. I tole him I never had no owe that didn't nip, an' you bet I shuk him pretty durn soon. Then a policeman came along an' I tole him I wanted to go to Louisville, an' he sent me here. What road is this?"

"It's the L. & N."

"There it goes again," howled the visitor. "What the dickens do I want with any Ellen N's, I'd like to know? I'm a married man an' a member of the Baptist church, an' if the ole woman'd ketch me trapesin' 'roun' the country with yer durn owin Em's an Ellen N's, the trials uv the children uv Israel in the wilderness wouldn't be a patchin' to it. Dogon my cats ef I don't walk an'—"

But Sam stopped him, and, after a little explanation, fixed him up with a ticket to his destination over the L. & N. Short Line.—*Merchant Traveler.*

—David Lee has been appointed superintendent of the main branch of the Baltimore and Ohio Railroad, vice William M. Clements, resigned, to take effect April 1st.

—Counsel for the State has filed an amended petition in the proceeding against the Gould officials acting as officers and directors of the St. Louis, Iron Mountain and Southern Railroad Company, to oust them from the latter.

—The general passenger agents elected the following officers: President, C. A. Taylor; Vice-President, John N. Abbott, general passenger agent of the New York, Lake Erie and Western; Secretary, A. J. Smith, general passenger agent of the Bee Line.

—J. W. Smith, general manager of the West Shore Railroad's Fast Freight Line, has resigned, and John Main, assistant freight manager of the Grand Trunk, has been appointed to fill the vacancy temporarily. The probability is that John Grier, lately general freight agent of the Michigan Central, will succeed Mr. Smith.

—The Lake Shore and New York Central Railroads have arranged for a faster service between Chicago and New York, to go into effect when the spring schedule is arranged. The time from New York to Chicago will be about an hour shorter than at present, and that from Chicago to New York about two hours shorter.

—Charters have been obtained at Pensacola, Fla., to construct a railroad to be known as the Pensacola and Memphis Railroad, which road, when finished, will give the North and Northwest the shortest and most direct outlet to the Gulf and to the Memphis trade, a new territory for distribution. Surveyors will take the field within a few days. The road will be built, most likely, by way of Meridian, Miss.

—There is about as many ways of pronouncing depot as there are eccentric ways of pronouncing “crematory,” “finance,” etc. As a road out of the difficulty we give the following suggestion:

It is but a step-oh
Down to the dep-oh
The way is quite steep-oh
That leads to the deep-oh.
I slipped on a grape-on
Just down by the day-poh.
In the store near the dee-pot
I bought this small tea-pot.

Perhaps to end the agitation,

We'd better henceforth call it station.—*Lancaster Examiner.*

—This morning two slick-looking Cincinnati drummers, with the latest style hats and spring suits, stood chatting in the depot as the Grand Rapids and Indiana train from the north arrived. A short gentleman, dressed in old fashioned garments and wearing an ancient white beaver plug hat, alighted and walked into the waiting room. He seemed to afford the drummers sport, for one said to the other: “See that old guy? Bet he's got hay seed in his hair and moss all over his legs. He lives in some little village up in the slushes and is bringing some butter and eggs to town to trade 'em for coffee and bacon. I'll bet \$100 he has never been five miles from Richmond in his life. Do you know him?” the drummer continued, turning to a reporter who had listened to the talk. “Yes, that's Hon. William Parry, a Grand Rapids & Indiana grand mogul and president of the Cincinnati, Richmond & Fort Wayne Railroad company.” The drummers wilted.

—CHICAGO RAMBLER.—The intellectual game of draw-poker has taken a firm hold on the dwellers in cultured Boston, and the teachings of the Concord School of Philosophy are for a time forgotten. Our special correspondent writes us that he recently overheard several fair daughters of the Athens of America indulging in this pleasant pastime, when the following dialogue ensued: Anastasia—“Is it my aunt? Oh, yes! well, there's a solitary cheque.” Clytemnestra—“I will bestride your destitute of sight, dear.” Proserpine—“Well, draw your cards, girls. I will remain Patrick.” Millicent—“Well, I will wager a half score of cheques.” Anastasia—“I behold you and elevate you five.” Proserpine—“I fear that you are feigning to possess more than you really have, but, nevertheless, dears, I call you,”

Anastasia—"I have an homogeneous trio of aces." Millicent—"And I a Robert-appendaged flush." Proserpine—"While I hold a quartette of knaves." Millicent—"Well, dear, then you take the ceramics."

—Vice-President Cheney, of the Lake Erie and Western, has returned from New York, where he succeeded in completing negotiations for all but \$200,000 of the sum required to extend the line from Bloomington to Peoria. This small balance he is confident will be arranged for. To-day an engineer corps set out toward Peoria to lay out a line. The line as now contemplated, but subject to change, will run about as follows: The Lake Erie will continue to run its trains through Bloomington over the Indiana, Bloomington and Western. The extension will not touch Pekin. It will run northwesterly, cross the Mackinaw at Farneyville, cross the Midland Road at Morton, Tazewell county, or near there, run several miles along Farm Creek, and thence strike out for the Peoria and Pekin Union Bridge at Lower Peoria, by which it will cross. Construction will begin May 1st, and before snow flies the Lake Erie trains will enter Peoria. This extension has long been considered essential to the perfect success of the Lake Erie, without which the road has no complete western outlet. There is talk of a consolidation or intimate running relations with the the Iowa Central at Peoria.—*Cincinnati Inquirer*.

—THE STRIKE ON THE MISSOURI PACIFIC AND WABASH.—The strike of employes of the Missouri Pacific, because of the trifling reductions in the wages of a small portion of them, has assumed serious proportions. The strike of the Wabash men seems to be practically ended. That men have the right to refuse work for unsatisfactory wages is undoubted; that they have no right to interfere with those who are willing to work nor to molest the property of their late employer, is equally indisputable. It is the duty of the civil authorities to protect men who want to work and the property of corporations and citizens. If this duty is neglected the cities and counties are liable. Strikes don't pay. If the strikers are successful they have nevertheless lost more than the advance in their wages asked for, besides lessening the ability of their employers to pay and inflicting damage upon innocent business men and the people. If the strikers lose, these losses are made larger. The roads in Texas and the M., K. & T. are unprofitable and the company was justified in its action in reducing expenses. That men could complain because of the cost of the hospitals maintained solely for their benefit shows that they are ungrateful and foolish. By this strike and the violence that

accompanies it the men justify the company in hereafter taking no concern for their welfare and in beating down their wages to the lowest notch. The result of this strike will be the same as other strikes. Great injury will be done to the company, but too many workmen are out of employment for the strikers to *permanently* succeed.—*Railroad Reporter*.

—"Say, *Call*, that was a raw yarn Parker told about snow, given in last Sunday's paper," said Conductor Peter Holmes yesterday. "Well, it was remarkable, to say the least," replied *The Call*. "Yes? Well, let me put you onto a little pointer. In '69 I was running a train in the Province of Quebec—not necessary to give the name of the road. I invented a device for cleaning snow that proved a success, and if we have another such a winter as this has been, I will introduce it here. The arrangement consists of a wooden auger 30 feet long, which is operated by machinery in a car ahead of the engine. This turns at the rate of fifty revolutions a second. The snow is carried back into the engine tank through a funnel-shaped tube and is there melted by the steam from the engine. A pump works in the tank and throws the superfluous water outside the right of way." "You certainly cannot run at a very rapid speed with this invention and do effective work." "Run? Well, look here, I have often made sixty miles an hour and cleaned all the snow within the right of way. We got into a sixty foot drift once, and the water from the melted snow nearly submerged a small village three miles distant. It cost the company a good sum to settle, you bet, Good day.—*Battle Creek Call*.

—The possibility of using the telephone for the transmission of messages between two distant points has been anticipated by many persons; but it is only within a short time that the system of long distance telephoning has been offered to the public. The South New-England Telephone company has an office at No. 4 Pearl street, from which point communication may be had with all telephone subscribers and stations in Rhode Island, Connecticut and New York City. In the ordinary local system one iron wire is used, with a ground circuit; but in this system a metallic circuit of two copper wires is used this metal offering the least resistance to the current. A Hunning transmitter is used, because a stronger current is needed than in the local system, and this transmitter is not injured by a strong charge. There are ten double lines to Providence, and three from that point to New York, via. New Haven. Any point in Connecticut or Rhode Island may be reached over the iron wire in use, and though this is a poorer conductor,

conversation is easily carried on. The voice of a person in Providence is heard as distinctly as though in an adjoining room, and words spoken in a tone that could not be heard ten feet from the speaker are caught with remarkable distinctness at the station forty miles away. New York is almost as good on some days, and on others it is liable to the interruption from crossed wires, which often occurs in the local system. A message to Norwich, Conn., which was sent over a single iron wire from Providence to the "Rose of New England," thence to the ordinary telephone of a subscriber there, was perfectly audible to the receiver; and though he did not have the Hunning transmitter, his voice was recognized by a friend in the Boston office who had called him. The company will also run wires to the offices of subscribers, thus enabling a business man to sit in his counting-room and talk with a merchant who is in his office in New York.—*Boston Transcript*.

—The current number of the *Archiv Für Eisenbahnwesen* contains some interesting statistics concerning the recent growth and present extent of the railroads of the world. The total lengths of railroads in operation at the close of the year 1833 is given at 442,199 kilometers, or about 275,000 miles. Of these 114,000 were in Europe, 140 in America, 11,300 in Asia, 5,500 in Africa, 6,500 in Australia, New Zeland, etc. The increase in the four years—1880-1883—has been 57,000 miles—an increase of 26 per cent. over the mileage in operation at the close of the year 1879. The most rapid percentage of growth is shown in Mexico, which in 1879 had less than 700 miles in operation, and in 1883 more than 3,000 miles—an addition of 335 per cent. The increase in America as a whole has been 41 per cent.; that of Australia has been 52, that of Asia and Africa each 26, that of Europe only 11. Of the countries of Europe, Germany now has 22,400 miles of railroad—an increase in four years of 8 per cent.; Great Britain and Ireland, 18,700, increase, 5 per cent.; France, 18,600, increase 18 per cent.; Russia, 15,706, increase 7½ per cent.; Austria, 15,900, increase 12 per cent. The United States has a mileage of nearly 120,000 (or decidedly more than the whole of Europe), having increased 42 per cent. in four years. In 1879 our mileage was 18,000 less than that of the European railroads, but we drew rapidly near them in 1881, and passed them in the autumn of 1882. A comparison of the railroad mileage with the area of the respective countries (similar to the one made by Mr. Atkinson four years ago) shows that for every 100 square miles of territory Belgium has 24½ miles of railroad, or not far from the proportion in Massachusetts, Connecticut or New Jersey. On the same basis of comparison Great Britian has 16½ miles; Holland, Switzerland and

Germany each not far from 11; France, 9; Denmark, $7\frac{1}{2}$; Austria and Italy a little over 5 each; the whole United States, $3\frac{1}{2}$. For the part of the United States bounded on the south by the Potomac and the Ohio, and on the west by the Missouri, the proportion would probably be somewhat larger than that of Germany, but less than that of Great Britain. No other country outside of Europe has even half as high a ratio as the United States. When we come to compare railroads with population, the order is decidedly reversed. Of all the countries of the world Queensland stands highest, with $44\frac{1}{2}$ miles of railroad to every 1,000 inhabitants. On the same basis, New Zealand has 30 miles; New South Wales, 19; Victoria, 17. The United States has 23 miles per one thousand inhabitants; British America, 18. The only European country which make a respectable appearance in this table is Sweden, with $8\frac{3}{4}$ miles. Switzerland has 6 miles (half a mile less than the Argentine Republic); Denmark, $5\frac{3}{4}$; Great Britain, $5\frac{1}{2}$ (about the same as Peru and Chili); Norway a little over 5; Germany, France and Belgium have each a little less than 5; Holland has not quite 4; Spain about 4 (nearly the same as Mexico or Brazil); Italy and Russia each about 2 miles.

—In the issue of February 24, D. Leathersich, of Caledonia, gives some weather items a little beyond a former correspondent, with a slight intimation that said correspondent was not born soon enough. I think I can see him one better on that point. The February just passed has been a cold one; sixteen days of the twenty-eight the thermometer marked zero or below—four other days within two degrees—the 11th being the coldest, 14 below at sunrise, 4 at noon and 6 below at 6 o'clock P. M. In 1875, commencing with February 4th for fifteen consecutive days the thermometer stuck to zero and below, the morning of the 13th being my lowest entry, 12 degrees. The steamboat on Seneca lake has not been below Ovid and Dresden since Saturday, the 21st of February, and was frozen in six days at Ovid. In 1875 she failed to make her trips from about the middle of February to the 1st of April, the only times on record since the first boat was launched on May 15, 1828, that they have failed to make a daily trip on account of ice. February 8, 1861, the thermometer marked 17 degrees below, and on January 10, 1856, the thermometer touched 20 degrees below. January 18, 1857, was another cold one—24 degrees below in the morning, 10 at noon and 8 at 9 o'clock P. M. But February 6 and 7, 1885, beats them all, being my lowest record for the last forty-five years. The morning of the 6th the sun rose clear and remained so all day and the next. At 7 o'clock A. M., 27 degrees below; at 9

o'clock A. M., 23; from 11 A. M. to 1 o'clock P. M., 13 below; at 3 o'clock P. M., 16; at 5 o'clock P. M., 20; at 7 o'clock P. M., 23; at 9 o'clock P. M., 28; at 10:15 o'clock P. M., 30 degrees below. On the morning of the 7th at 7 o'clock, 20 degrees below; at 9 o'clock, 12; at 11 o'clock, 4; at 1 o'clock P. M. 4 above, and thus remained through the remainder of the day.

Halls Corners, Ontario County.

PAUL F. BILL.

[We clip the above from the Rochester *Democrat and Chronicle*. It is from the pen of an old friend that has kept a diary of the weather for a number of years, and is a correct statement of the state of the weather at that time. We have failed to hear of any other point in the state that it has reached 30 degrees below in February.—Editor.]

—About sixty members of the Railroad Mail Service Benefit Association met at the Forest City House this morning. Nearly every State and Territory was represented. This is a special meeting of the association, as the regular meetings are held in September of each year. The last meeting was held in Buffalo, and the next regular meeting will be held in Louisville. This association was formed for the benefit of the families of deceased members. An insurance of \$2,000 is paid at the death of a member in good standing, the others being assessed \$2 at each death. Since the change in the administration many of the members of the association have been uncertain regarding their positions, and they were of the opinion that the organization could not survive. For this reason it was necessary to make a number of changes in the by-laws before the next regular meeting, and hence the call for the special gathering. Mr. M. A. Butricks, of New Haven, Conn., the president of the association, was chairman, and Mr. George R. Steele, of Decatur, Ill., acted as secretary. A committee on credentials, consisting of Messrs. L. L. Champlin, P. P. Warring and George R. Steele, was appointed, and also a committee on changing the by-laws, composed of Messrs. C. Jay French, W. G. Lovell, M. C. Wilson, J. V. Henry and Geo. C. Mann. The convention decided to make all members pay annual dues of \$2 each. They propose to keep up the organization and pay all deaths and losses fifteen days after accident occurs.

—The June bug has a gaudy wing,
The lightning bug has fame,
The bed bug has no wings at all,
But he gets there all the same.

—*Courier Journal*.

LINES ON A SKELETON.

[This poem appeared in the New London Morning Chronicle forty-five years ago. A reward of fifty guineas failed to bring out its authorship, nor is it yet known.]

Behold this ruin! 'Twas a skull,
Once of ethereal spirit full,
This narrow cell was Life's retreat,
This space was Thought's mysterious seat,
What beauteous visions filled this spot,
What dreams of pleasure, long forgot,
Nor Hope, nor Love, nor Joy, nor Fear,
Have left one trace of record here.

Beneath this mouldering canopy
Once shown the bright and busy eye;
But start not at the dismal void—
If social Love that eye employed;
If with no lawless fire it gleamed,
But through the dues of kindness beamed,
That eye shall be forever bright,
When stars and sun have sunk in night.

Within this hollow cavern hung
The ready, swift and tuneful tongue.
If Falsehood's honey it disdained,
And where it could not praise, was chained
If bold in virtue's cause it spoke,
Yet gentle concord never broke!
This silent Tongue shall plead for thee
When Time unveils Eternity.

Say, did these fingers delve the mine?
Or with its envied rubies shine?
To hew the rock, or wear the gem,
Can little now avail to them.
But if the page of Truth they sought,
Or comfort to the mourner brought,
These hands a richer meed shall claim
Than all that wait on Wealth or Fame.

Avails it, whether bare or shod,
These feet the path of duty trod?
If from the bowers of ease they fled,
To seek Affliction's humble shed;
If grandure's guilty bribe they spurned,
And home to Virtue's cot returned,
These feet with angel's wings shall vie,
And tread the palace of the sky.

Yard Masters' Department.

LAYING UP TREASURES.

THE RAILROAD YARD MASTERS' MUTUAL BENEFIT ASSOCIATION OF THE UNITED STATES AND THE CANADAS—ITS GROWTH AND GOOD WORK.

The progress of the principle of insurance in modern times is one of the most striking instances of the tendency of social organization, which has been stated concisely by various social philosophers as the replacing of individualism by altruism—or the extension of personal selfishness until it embraces world-wide sympathy—and by an increase of knowledge grows to see that not isolation, but union, is the means for obtaining the conditions of security and regularity which are necessary for individual as well as social improvement and progress.

The earliest record of insurance is found in the sixteenth century, and then only on marine risks. Its growth was at first slow, even after the principles were applied to people, but, later on, with the introduction of the mutual plan, life insurance ceases to be a speculation, and becomes an association of policy holders who, banded together for a common object, make this the best investment possible for their premiums. With proper organization, and by intrusting the financial affairs to the direction of reliable and safe officers, the business becomes as safe as any—since its operations are reduced to the basis of mathematical certainty.

With the rapid growth of railway corporation, there has come into existence a class known as yard masters, whose duties are to exercise a general supervision over incoming and outgoing trains at the ends of divisions. Of course the number are limited, but they desired to form an association for mutual aid, and on February 24, 1875, there was a called meeting held at Indianapolis, Ind. Thirty-four yard masters, from Illinois, Ohio, Indiana, Missouri, New York and Kentucky, responded, and an organization was had. Of these thirty-four but ten remain—one died and the other twenty-three having fallen by the wayside. The following figures will give an idea of the growth of the society, which was slow at first, but for the last four years has made a good healthy gain:

Organized Feb. 24, 1875, with 34 members; 89 added from that date to April 30, 1875; 1 dropped; leaving a total membership of 122.

First annual meeting held at Buffalo, N. Y., June 9, 1875; Byron Kinney re-elected president, and Henry McPeck secretary.

Second annual meeting held in St. Louis, June 14, 1876; Geo. W. Evans elected president, Joseph Sanger secretary.

Members added during year.....	44
Deaths and total disability.....	2
Dropped.....	3
Total membership.....	156
Paid three benefits, amounting to.....	\$388.00
Cash in treasury.....	\$68.19

Third annual meeting held in Cleveland, O., June 3, 1877; Geo. Bedford elected president, Joseph Sanger secretary.

Members added during year.....	94
Total membership.....	250
Cash in treasury.....	\$284.69

Fourth annual meeting held in Chicago, June 5, 1878; Wm. B. Thompson elected president, Joseph Sanger secretary

Member added during year.....	49
Death (1) and total disability (1).....	2
Dropped.....	10
Reinstated.....	1
Total membership.....	286
Benefits paid.....	\$471.00
Cash in treasury.....	484.19

Fifth annual meeting held in Cincinnati, June —, 1879; Geo. W. Evans elected president, Joseph Sanger secretary.

Members added during year.....	38
Deaths.....	4
Dropped.....	27
Total membership.....	292
Benefits paid.....	\$ 1,039
Cash in treasury.....	204.69

Sixth annual meeting held in Boston, June 9, 1880; George W. Evans elected president, Joseph Sanger secretary.

Members added during year.....	50
Death (1) and total disability (1).....	2
Dropped.....	2
Total membership.....	332
Benefits paid.....	\$410.00
Cash in treasury.....	231.64

Seventh annual meeting held at Milwaukee, June 8, 1881; George W. Evans elected president, Joseph Sanger secretary.

Members added during year.....	85
Deaths.....	2
Dropped.....	15
Reinstated.....	1
Total membership.....	401
Benefits paid.....	\$455.00
Cash in treasury.....	452.49

Eighth annual meeting held in Baltimore, June —, 1882; George W. Evans elected president, Joseph Sanger secretary.

Members added during year.....	203
Deaths (5) and total disability (1).....	6
Dropped.....	89
Total membership.....	510
Benefits paid.....	\$1,970.00
Cash in treasury.....	597.49

Ninth annual meeting was held in Denver, June 13, 1883; J. C. Campbell, of Derry, Penn., elected president, Joseph Sanger secretary.

Members added during year.....	286
Deaths.....	9
Dropped.....	81
Total membership.....	706
Benefits paid.....	\$4,390.00
Cash in treasury.....	510.46

Tenth annual meeting held in Atlanta, Ga., June 11, 1884; J. C. Campbell elected president. and Joseph Sanger secretary.

Members added during year.....	337
Deaths.....	9
Dropped.....	123
Reinstated.....	2
Voluntarily withdrawn.....	2
Total membership.....	911
Benefits paid.....	\$6,231.00
Cash in treasury.....	1,358.17

Up to February 20, 1885, there has been a gain of 385 since April 30, 1884, and prospects are good for a membership of over 1,300 in good standing at the next annual session to be held in Philadelphia on the second Wednesday in June next. During the nine months mentioned above, there have been five deaths, and losses of \$4,240 paid.

La Crosse Division No. 25, of this Order, has a membership of 12, and expect to draw many more during the year from Winona, Waseca and Wells, Minn., Portage and Madison, Wis., Dubuque, Ia., and other points throughout a large radius. Col. G. J. Johnson is president, and Jos. Lutiger secretary and treasurer. Regular meetings are held the last Sunday in each month at 10 a. m., in the O. R. C. hall, North La Crosse. Any person may become a member of this association who is a man of good moral character and has had an experience as yard master or assistant yard master of at least six months. Provided, that no person can become a member who follows an engine as conductor or switchman, runs on a train as brakeman, or on an engine as engineer or fireman. Any member who shall participate in a strike, or encourage others therein, shall be expelled, and forever after de-

barred from becoming a member. The membership fee is \$2, one-half of which goes into the expense fund, the other \$1 being reserved to apply on first assessment thereafter. Assessments of \$1 each are made on each death loss or "total disability." The latter term is used in case of the loss of an arm, a foot, a leg, or both eyes. The beneficiary receives the full amount of \$1 from each contributing member. The yard masters and railway conductors are thrown together a great deal, and a very fraternal feeling exists between them, so no surprise was shown when the former, at their last annual convention, unanimously adopted the RAILWAY CONDUCTORS' MONTHLY, of Cedar Rapids, Ia., as their official organ. The executive committee, in favoring this action, used the following language: "We want an organ which is directly in the line of railway service with which we are connected, and such an organ ought to receive the whole support of the Order, officially and individually." Mr. Wheaton, editor of the periodical, gave assurance that all possible efforts would be made to have the Order properly represented in his paper. That he has fulfilled his promises is patent to all who have read the MONTHLY during 1884, but the fact remains that although a resolution was adopted pledging the hearty support of the Yard Masters' Association to the Order of Railway Conductors and their journal, they have been negligent in this respect. As all official matters promulgated are published therein, and the interests of the Association carefully looked after, each and every member should be a subscriber thereto. Upon the support of the fraternal paper the whole superstructure of a society often depends, and it is therefore to be hoped that the yard masters will hereafter fall into line and forward their subscriptions early and often to the MONTHLY.

At the last regular meeting of La Crosse Division No. 25, a resolution was unanimously adopted making every member a subscriber to this journal. A copy was also ordered sent to our superintendent.

Any information desired regarding the Association in this section can be obtained by addressing G. J. Johnson, La Crosse, as he is, in addition to being president of the La Crosse Division, a member of the executive committee.

DRAW BAR.

TERRE HAUTE, Ind., March 10, 1885.

MR. C. S. WHEATON, EDITOR.

DEAR SIR:—Quite an enjoyable affair was occasioned by the anticipated visit of our worthy Grand Secretary and Treasurer, Mr. Joseph Sanger, to Terre Haute Division No. 10, and the visit of the following mem-

bers of Evansville Division No. 28: Jas. Huffman, Geo. Lovejoy, C. C. Roser, J. R. Griggs and C. Stumper on, Sunday, February 21. At a late hour the time of meeting was changed from 3 P. M. to 10 A. M., which deprived us of the pleasure of the presence of our worthy grand secretary and treasurer, who being indisposed did not care to expose himself to inclement weather by traveling at night to reach here in time to participate. The visitors were warmly welcomed and shown the "sights" by our president, Mr. H. F. Niemeyer, who so well understands how to entertain and amuse. We have every reason to believe our visitors derived as much pleasure from this visit as their presence added to our enjoyment of the day. Come again. X is respectfully referred to Mr. Lovejoy who will furnish full particulars regarding the — They were last seen in each others company.

"Z."

PITTSBURG, P., a March 8, 1885.

DEAR SIR:—Pittsburg Division No. 23, Y. M. B. A., held their monthly meeting in R. R. reading room Union depot to-day. We have a membership of thirty-two, and twenty-one of them were in attendance. The following visiting members of the association were present: President J. C. Campbell, Derry, Pa.; Vice-President J. J. Catlin, Jersey City, N. J.; Grand Secretary and Treasurer Jos. Sanger, Indianapolis, Ind.; Jas. Gordon, president Division No. 37, Philadelphia, Pa.; W. C. Nagle, Division No. 52, Connelsville, Pa.; also Jas. Caldwell, D. Steel and Robt. Neusz, of Derry Division, Pa.

President J. C. Campbell entertained the members for some time. He said the association had succeeded in getting 385 new members in the last year and was still adding to it; there were five deaths during the year, and in Philadelphia they have forty-eight new members and good news from Jersey City.

Grand Secretary Jos. Sanger, then addressed the meeting and said he was pleased to meet the members of Division No. 23, and he gave a good account of the progress of the association. He said they now have about 1,188 members in the association and almost 1,000 of them were in good standing, and he proposed that \$1,000 be paid at each death until the next annual meeting, and such was the decision of the executive committee; then it could be decided whether to make it \$1,000 at each death or make a total assessment of \$1 from each member. He explained that the Association were always able to pay promptly as they kept one assessment ahead.

Mr. Sanger thanked Division No. 23 for their courtesies and their kind invitation to him to attend their meeting to-day.

Mr. Catlin, vice-president, then made a few remarks, thanking Division No. 23 for their kind invitation and courtesies.

Mr. Gordon of Trenton, said he was deeply interested in our Association and was doing all he could to help the good cause, and hoped all brothers would do the same.

Wm. Anderson, of Altoona, made a few remarks speaking well of our Association and was very glad to be with us to-day, and said he would endeavor to organize a division at Altoona.

Mr. Thompson of Philadelphia, spoke well for his division in Philadelphia. He said they had forty-seven members in good standing with a prospect of increasing the membership to seventy-five; he hoped to meet us in Philadelphia next June and wished success to the Association.

Mr. Steel from Irwin, Pa., also had a few good words to say for the Association.

After a general good time and a social conversation among the members on different subjects to be brought up in the next annual convention, the meeting adjourned with the understanding that some of the members of Division No. 23 visit Division No. 37 at their monthly meeting held in Philadelphia, Pa., Sunday, March 15, 1885.

Yours respectfully,

J. F. B.

—Brother Henry R. Hopkins, of Chicago, writes us that his division is doing nicely. Thomas E. Leonard, of Division No. 15, died January 4, 1885, and the benefit due his widow was paid inside of twenty days from the time his death occurred. This speaks volumes in favor of our noble Association.

—Grand Secretary Sanger writes us that we have added 404 new members this year, and prospects for at least 50 more before the annual meeting. Let every member lend a hand and it can easily be done. Members of the Order of Railway Conductors who are now yard masters, are invited to investigate the benefits of our Association.

—According to an Indianapolis paper "employees on the Wabash road are instructed to say nothing regarding accidents on the line, and yield up as much information when anything goes wrong on the road, as a Sphinx. A violation of this rule means decapitation, especially when anything is given to newspaper men." Under this rule a large number of employees of the general offices here would be fit subjects for "decapitation."

KEOKUK, Iowa, March 17, 1885.

C. S. WHEATON, ESQ., G. C. C., O. R. C.

DEAR SIR AND BROTHER:—Eagle Grove Division No. 164, was organized at Eagle Grove, Iowa, on March 15, 1885. The special session was called to order at 10:30 A. M. when the following were appointed as deputy grand officers: D. G. C. C., L. R. Carver, Division No. 38; D. G. A. C. C., H. A. P. Cronk, Division No. 34; D. G. S. and T., W. P. Foote, Division No. 34; D. G. S. and T., N. J. Oakes, Division No. 33; D. G. G. Sr. C., Hi. Hull, Division No. 94; D. G. Jr. C., — Fenlon, Division No. 33; D. G. I. S., E. S. McGee, Division No. 34; D. G. O. S., J. E. Rutherford, Division No. 38; brother H. Staple of Division No. 117, and brother Cronk filling the C. C. and A. C. C. stations alternately. The visiting brothers were Jno. Jallow, Division No. 47; J. K. Full, Division No. 84; Wm. Hansell, Division No. 33; — Forsyth, Division No. 58, and N. B. Evans, Division No. 38.

The special session was opened in form. The following were then initiated, promoted and instructed in all the work of the order: John Cullivan, E. Gulick, J. M. Harlan, John Stirling, John Slade, W. Weisbrewer, T. H. Keefe, H. M. Ford and D. K. Weir.

After the division was instituted the following withdrawal cards were presented and were accepted by a regular ballot by the above named members of the new division: Brothers Jno. Burley, Jno. Benson, of Division No. 44; brothers Fred Cheeney, Jas. Anderson, W. E. Hockett, Geo. Welch and A. Hoover, of Division No. 33; J. E. Rutherford and J. Hoover of Division No. 88, and F. H. Holton of Division No. 33.

An election of officers followed with brothers Cronk, Foote and Oakes as tellers. The following officers were elected and installed: J. E. Rutherford, C. C., Eagle Grove, Ia.; F. E. Cheeney, A. C. C.; Jas. Stirling, S. and T., Eagle Grove, Ia.; T. H. Keefe, Sr. C.; F. H. Holton, Jr. C.; D. H. Weir, I. S.; G. T. Welch, O. S.; A. Hoover, correspondent.

The meetings will be held in K. P. hall at 2 P. M. second and fourth Sundays in each month. Superintendent Hopkins of the C. & N. W. R'y, run specials from Howarden, Elmore and Ames, to enable the brothers to be present, and was happy to be enabled to do so, for which a vote of thanks were tendered, also to the officials of the C. & N. W. R'y. Division No. 164 will be a good one if we are to judge from the interest evinced. All of which is respectfully submitted by

Yours in P. F.,

L. R. CARVER.

Ladies Literature.

FASHION NOTES.

Pointed waists both in front and back rival regular basques on imported dresses, especially those of silk, lace or Sicilienne.

Long pleated draperies, quite straight or in curves that drop from the belt down and return, are in great favor for all kinds of materials.

Coat sleeves still prevail, and are cut to conform more closely to the arm at the top than they were last season; indeed, there is scarcely any fullness where they are sewed in the armhole.

Never were such pretty simple head-dresses of feathers and flowers worn as now; placed on the top of the head towards one side, they form a kind of aigrette fastened on with a brooch, or pins ornamented with pearls or small brilliants.

The stiff, high military collar is on almost all dresses, and is usually of velvet, no matter whether the dress itself be cotton, silk or wool. This collar is stiffly lined with buckram, has square or sloped corners instead of curves, and may be edged with braid set in as a piping, or it may be covered entirely with braid in rows, or with lace.

The high, stiff collars have again brought a piece of velvet round the neck, into fashion with low bodices. Its trimmings are most numerous. Gold braid, bugles, steel and glass beads, filigree flowers, feathers, in short all the coloured tinsel of the day can be used for the purpose. Only the ribbon velvet must not be tied with long ends behind, but fastened with a small bow of flowers.

Many have wondered how Madame Sarah Bernhardt can spend \$5 a day on cosmetics and rouge. But she does not find the task difficult. She uses the best cosmetics and paints, which are expensive. She uses each day also several *eaux de toilette*, two or three pints of rose water, a pot of cold cream, perhaps three boxes of whiting, carmine pomatnm. powder for the nails, pencils for the eyebrows and lashes.

The changeable surahs combined with velvet-figured surah are the fashionable silks for spring and summer. The basque and lower skirt are figured, and the draperies are of the changeable surah without figures. There are also many of the taffeta silks that are changeable, and instead of velvet

figures these have tiny specks or large dots brocaded all over them. Again, there are narrow stripes or bars of velvet in Roman colors on gros-grains of light quality that are to be used as lower skirts made quite plain without pleats.

A wise little girl believed that the stars were the children of the moon. Her mother wanted her to go to bed one night before she felt quite sleepy enough to go willingly. "But the moon hasn't sent her children to bed yet," objected the little astronomer petulantly. It so happened that a storm was brewing and heavy clouds were gathering in the heavens. "Go and see if she hasn't," said her mother. The little head was immediately popped out of the window and the sky was scanned eagerly. "Well, I guess I've got to go to bed now," she said after the survey; "the moon is covering up her children and tucking them in."

The hair remains dressed high spite of all attempts to introduce an opposite style; the front hair is curled short and frizzed, many ladies prefer to wear a small, invisible front, which is so easily pressed on, to avoid having their own locks cut short, and the extremely unbecoming straight effect at the back is monerated by twisting the hair up loosely and putting in a small, lightly stuffed pad for a foundation; this can be easily taken out when the hair dressing is finished, and leaves a pretty, somewhat *neglige* effect, which is heightened by short curls at the nape of the neck. Wire hair-pins have almost gone out of use, for long tortoise-shell ones are used to hold the twists, or small braids in place.

THE LOST SHEEP.

De massa ob de sheepfol'
 Dat guard de sheepfol' hin,
 Look out in de gloomerin' meadows,
 Whar de long night rain begin—
 So he call to de hirelin' shepa'd,
 Is my sheep, is dey all come in?

Oh, den says de hirelin' shepa'd
 Dey's some, dey's black and thin,
 And some, dey's po' ol' wedda's,
 But de res, dey's all brung in,
 But de res' dey's all brung in.

THE FOLLOWING CORRESPONDENCE EXPLAINS ITSELF.

ST. PAUL, Minn., February 17, 1885.

J. H. WOOLNOUGH, ESQ:

Dear Sir:—I am favored with an invitation to a party to be given by the Conductors at Minneapolis this evening. I am unable to attend owing to other engagements, but as I learn the proceeds of the ball are to be used in fitting up and maintaining a room or rooms for a pleasant place for the assembling of the Conductors running into Minneapolis, I wish to aid the object you have in view, and therefore enclose my check for a small amount, which I will be pleased to have you accept and apply for that purpose.

Yours truly,

A. MANVEL, Gen'l Manager.

A. MANVEL, ESQ., GEN. MANAGER, ST. P., M. & M. R'y, ST. PAUL, MINN.:

Dear Sir:—In behalf of Division No. 117, Order of Railway Conductors, I herewith tender you a vote of thanks for your generous gift to the Order, February 17th, 1885. Yours very truly,

L. S. HOUGH,

S. & T., Minneapolis Div. No. 117.

CONDUCTORS' INSURANCE.

To the Members of the Passenger Conductors' Life Insurance Co. of the United States:

HUNTINGTON, West Virginia, January 29, 1885.

GENTLEMEN:

The Fourteenth Annual Meeting of this Company will be held at the West Hotel, Minneapolis, Minnesota, on Tuesday, May 26, 1885, at 10 o'clock A. M.

It is earnestly desired that each division will send a delegate to represent them, as we anticipate the largest and best meeting our Company has ever held. We cordially invite all passenger conductors to meet with us on this occasion.

Your attention is called to the report of the secretary and treasurer, which will be sent to all corresponding members, showing the business of the fiscal year, and the present condition of the Company.

Hoping to meet delegates from every road and division represented in our organization, also any and all friends from other roads where we have no membership, at our annual meeting, I remain

Yours truly, C. R. ASHTON, President.

The foregoing call for the Fourteenth Annual Meeting is issued at this early day in order to permit all our members to arrange for participation therein,

By a unanimous vote of the Thirteenth Annual Meeting, Minneapolis, Minnesota, was selected as the place for this year's meeting. One of the

principal uses for these annual assemblages—aside from examining the business of the past year, and providing for the present—is, that they infuse new spirit into the old members, and assist in obtaining new ones for our Company. It is a fact that more new members are obtained in the three months immediately succeeding our annual meetings, than in the remaining nine months of the year; therefore, the larger the attendance, the greater the spirit infused, and, as a consequence, the more real benefit conferred on our Company and its members, to say nothing of the social benefits derived therefrom.

Those of us who have been in Minneapolis are aware that there are no more sociable or hospitable people connected with railroads than are to be found in that vicinity.

Members intending to participate in the Fourteenth Annual Meeting should send their names to the secretary as soon as possible, so that the credentials and information may be furnished them in ample time.

[Minneapolis Journal.]

A COMING CONVENTION.

THE PASSENGER CONDUCTORS' INSURANCE ASSOCIATION OF THE COUNTRY TO MEET HERE IN MAY—ARRANGEMENTS FOR THEIR ENTERTAINMENT.

"It is proposed by the resident members, assisted by the railroads centering here, to give the visitors a royal reception. After the adjournment of the convention, four or five days will be devoted to sight seeing, which will include a trip on Minnetonka, a drive around the city, a motor trip to Lake Calhoun, Harriet and Minnehaha. A day in St. Paul, and probably a trip northward via the Manitoba or Northern Pacific railroad. The gentlemen who will represent their different roads at this convention, will (many of them) see Minneapolis for the first time, and it is desired that their visit should be made very pleasant. No class of men are thrown more in contact with the traveling public than the conductor of a train, and it has been urged that the Board of Trade and Chamber of Commerce should take hold of the matter of their reception and entertainment. Among the members residing in this vicinity, are Superintendents Fred D. Underwood and Geo. B. Clason, of the Milwaukee road; Superintendent T. E. Clark, of the Minneapolis & St. Louis; Col. J. T. West, formerly a passenger conductor on the Philadelphia, Wilmington & Baltimore railroad, and at present owner and proprietor of the West Hotel in this city; and Conductors Cadwell, Downey, Hubbard, Sibley, Coughlin, Phelps, Howard and others, of the Milwaukee road; Messer and Cox, of the Omaha; Oliver, Randall and others, of the Duluth; and Allen and others, of the St. Louis."

OLD RELIABLE

Railroad Conductor's Life Insurance Association of the United States and Canada, presents its claims to you, as one of a class of men more than any other exposed to the vicissitudes of fortune, as an honorable body and fair-dealing plan of insurance against loss of life and total and permanent disability. Our office expenses, stationery, fuel, salary of Grand Secretary and Treasurer, constitutes the whole item. The expenses are therefore as large now as they would be with any number more members than we have, except a nominal increase in expenses for stationery. It is for the purpose of somewhat increasing the already handsome amount paid to beneficiaries, and as it is a mutual benefit, to increase its usefulness.

OUR RECORD.—We have paid to widows, orphans, and those dependant on our members (who have died or have been killed) for support, the handsome sum of \$892,716.00. And to members who have become totally and permanently disabled for active service by reason of accident, while on duty or otherwise, \$131,344.00. Making a total contributed to date, February 28, 1885, since organization, October, 1868, \$1,024,060.00. This large sum of money has been collected, and taken care of, and distributed. Our funds are so placed in bank daily, that no one or even two persons of the officers can withdraw any part of it. Two members of the executive committee must endorse the check of the Grand Secretary and Treasurer before the bank will honor it.

We are safe financially, and with an increase of membership our good officers can be made to make many more hearts rejoice. We take no risks outside of actual railroad conductors (passenger and freight) of good moral character, and eligible, and on duty for three months prior to making application for membership, with a fee of \$2.00, and not more than fifty years of age.

Article 6, section 1, by-laws, at the Toronto Convention has been suspended one year, in order that withdrawn and suspended members who desire to be reinstated as new members, (passenger and freight) of good moral character, and eligible, and on duty for three months prior to making application for membership, with a fee of \$2.00, and not more than than fifty years of age.

Retiring conductors, members of our association, can remain members for life, provided they keep up their assessments. We have many excellent members of this class. Many conductors relying on former good luck and immunity from accidents, are apt to confide in its indefinite continuance, not considering that they are as liable as any one else to be engulfed in the next disaster. We have the friendship and confidence and in all cases the special recommendation of a large number of Railroad Superintendents and General Managers, especially of those who take an interest in the future welfare of their employes and their families.

Take hold at once and secure an easier frame of mind for yourselves and families. Our total number of membership to date, February 28, 1885, is 1,712.

A copy of our constitution and by-laws (which is our rule of conduct,) will be mailed to any address, or blank application, on application to the Grand Secretary and Treasurer, P. O. box 215, Columbus, Ohio.

Our next annual convention will meet in Denver, Colorado, in October next, of date due notice will be given.

Very respectfully, etc.,

EDWIN MONELL, President.

H. P. FELTROW, Secretary and Treasurer.

OBITUARY.

TRENTON, Mo., March 3, 1885.

FOSTER.—At the American House, Mo., February 28, 1885, of hemorrhage of the lungs, George M. Foster, aged 28 years.

At a meeting of Conductors, March 1, a committee on resolutions was appointed who presented the following, which was adopted:

WHEREAS, It has pleased the Grand Chief Dispatcher of the Universe to take from among us our late friend and train dispatcher, George M. Foster; be it therefore

Resolved, That the heartfelt sympathy of the conductors on the Southwestern Division of the C. R. I. & P. R'y. Co. be extended to his brother and sister, in this affliction.

Resolved, That in the death of George M. Foster the conductors have sustained a loss that can never be replaced, his family an affectionate brother, and the community at large a good man, one who was respected by all.

Resolved, That these resolutions be sent to our city papers and the editor of the CONDUCTORS' MONTHLY for publication.

Resolved, That a copy of these resolutions be sent to the family of our deceased friend.

E. A. STONE.

C. S. GLASPELL,

S. R. GREEN,

Committee.

• At a regular meeting of Queen City Division No. 90, of the Order of Railway Conductors, March 15, the following resolutions were adopted:

WHEREAS, It has pleased the Supreme Grand Chief Conductor of the Universe to remove from our midst our late brother, L. S. Hamilton, who died of malarial fever at Arkansas City, Kansas; therefore be it

Resolved, That the intimate relation held by our deceased brother with the members of this Order render it proper that we should place on record our appreciation of his services as a brother and his merits as a man; therefore be it

Resolved, That while we bow with humble submission to the will of the Most High, we do not less mourn for our brother, who has been called from his labors to rest.

Resolved, That in the death of Brother Hamilton, this division loses a brother who was at all times active and zealous in his work, and whose virtues endeared him not only to his brothers of the Order, but to all of his fellow citizens.

Resolved, As a mark of respect for the memory of our deceased brother, that the charter of this division be draped in mourning for thirty days.

Resolved, That this division tender its heartfelt sympathy to the family and relations of our late brother in this, the hour of their affliction.

Resolved, That these resolutions be entered upon the minutes of this division and a copy sent to the family of our deceased brother and also published in the daily papers of this city, and CONDUCTORS' MONTHLY.

J. D. WRIGHTMAN,

L. R. THOMAS,

M. L. DEHAVEN,

Committee.

Died at Baldwood, Ill., February 11, from injuries received while in the discharge of his duties as conductor, John D. Bastian, aged thirty-five. The remains

were taken to Burr Oak, Mich., accompanied by the widow and conductor James E. Hurley. He leaves a wife and three children to mourn his loss.

At a regular meeting held by Bloomington Division No. 87, Order Railway Conductors, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from our midst our late brother, John D. Bastian, and

WHEREAS, It has caused a breach in the heretofore unbroken circle of Bloomington Division No. 87, Order of Railway Conductors, and

WHEREAS, The intimate relations of our deceased brother with the members of this division renders it proper that we should place on our records our appreciation of his services as a man and a brother; therefore be it

Resolved. That in the death of Brother Bastian this division loses one of its charter members—a brother who was always active and honorable in his work as a member of our Order, ready to help the needy and distressed, and to advance the interests of our Order.

Resolved. That this division tender its heartfelt sympathy to his parents, wife and children in this sad hour of affliction.

Resolved. That the altar and charter of this division be draped in mourning for the period of thirty days.

Resolved. That these resolutions be spread on our minutes and published in the papers of this city and the RAILWAY CONDUCTORS' MONTHLY, and a copy of them be furnished to the family of our deceased brother.

WM. B. KAYWOOD,

I. C. REES,

J. H. RUBEN,

J. C. HURLEY.

Committee.

BLOOMINGTON, February 22, 1885.

SOUTHERN TIER NO. 10:

WHEREAS, It has pleased the Grand Chief Conductor of the universe to remove from the hitherto unbroken and happy home circle of brother C. M. Kishpaugh and wife, one of the brightest links that bound it together, their little daughter Ella, who started on her journey from earth to that brighter and better kingdom on the morning of the 26th of February, 1885, therefore, be it

Resolved. That we, the members of Southern Tier Division No. 10, Order Railway Conductors, tender them our heartfelt sympathy in their sad bereavement, and while we mourn with you we can only refer you to Him for comfort of whom it has been said. He doeth all things well, and who has also said, when thou passeth through the waters I will be with thee, and who shall say when you come to pass over over on the other shore and hear the song of the ten thousand times ten thousand that are praising Him over there, that little Ella will not be the first to greet you? And be it further

Resolved. That a copy of these resolutions be spread on the minutes and sent to the *Funkhannoch Republican* and the RAILWAY CONDUCTORS' MONTHLY for publication.

W. D. WHITAKER,

WM. ZEIGLER,

F. M. LATHROP,

Committee.

ST. PAUL DIVISION NO. 40:

We are pained to inform you through the pages of the MONTHLY, that our beloved brother, Wm. Doyle, and his wife, Mary Doyle, have been brought to grief

by the loss of their beautiful little daughter Nellie, 7 years of age, their pet and pride, as she was a favorite with the whole neighborhood. They have the sympathy of the entire community, and at a regular meeting of St. Paul Division No. 40, O. R. C., February 15th, the following resolutions were adopted:

WHEREAS, 't has pleased the Great Ruler of the universe to remove from this once happy family and unbroken circle of brother Wm. Doyle, by the death of their little daughter Nellie, to a far better home than this, but causing much pain to the bereaved parents; and, whereas, as we bow submissively to His will, we feel that in this affliction of our worthy brother, he has sustained a severe loss; therefore, be it

Resolved, That the heartfelt sympathy of this division be extended to brother Doyle in his sorrow; and therefore, be it

Resolved, That as a token of respect for our afflicted brother, these resolutions be entered upon the records of the division and a copy of the same be presented to the bereaved family and published in the RAILWAY CONDUCTORS' MONTHLY.

R. L. WILLERD,
JOHN LEONARD,
Committee.

GONE BUT NOT FORGOTTEN.

OFFICERS AND BROTHERS:

At last our circle is broken, at length we are called upon to chronicle the death of an esteemed brother. On Thursday morning, the 12th inst., at the residence of his father-in-law, Mr. Corbett, brother Wm. H. Doyle passed peacefully away. He leaves a devoted wife, beloved father and mother, and many dear friends to mourn his loss, and their sympathizers are legion. Brother Doyle was born July 26, 1855, but it seems was never very rugged. On the 14th of November, 1883, he met with an accident on the road, in which he received internal injuries. These combined with his delicate constitution soon told the tale of his decline, and after fifteen months of constant suffering, he has left us, but we hope our loss is his gain. The Ancient Order of Hibernians, to which brother Doyle also belonged, conducted the funeral services, which were held at St. Mary's church, the Rev. Father Willoughby officiating. Brother Chas. Waters, of No. 81, and brother James Long, of No. 83, joined sixteen brothers of Belknap Division No. 96 in paying their last tribute to an esteemed friend. T. J. Potter Lodge, Brotherhood of Brakemen, also took part, thus showing their appreciation of so valuable a man. The death of so true a friend, generous neighbor, valued and upright citizen, as was brother Doyle, has occasioned great gloom throughout the city. The loved and loving husband, friend and brother, had not passed the stone that marks the highest point in life's pathway, but being weary for a moment he lay down by the wayside, and using his burden for a pillow, he "fell into that dreamless sleep which kisses down his eyelids still." The mantling flush of manhood has departed, and the spirit of the flesh and body has left earthly scenes. He has for the last time sat by the jarring loom of life, watching its tireless wheels go round, while the mingled woof of love, of joy and sorrow, is woven in the warp of fates. The wheel turns on, and the shuttles fly, as the soiled and beautiful threads are alike gathered and woven in, but at last the slowly moving hands of the clock in the tower of eternity has pointed to the hour, when the wheel grows weary, the shuttles faltered and the loom is stilled in awful silence. The notes of the bell announce that a good life has ended and passed into the shadowy halls where the voice and the tread of the loved and lost are echoless evermore. Who next, brothers?

WHEREAS. It has pleased the Grand Chief Conductor of the universe, for the first time in our history as a Division of the Order of Railway Conductors, to drop the "eternal signal" and call from our midst our beloved brother, Wm. H. Doyle; and, whereas, our Order has lost a noble brother, his parents a devoted son, his wife a kind and affectionate husband, therefore, be it

Resolved, That we as a Division extend our sympathy to the bereaved family in their sad affliction.

Resolved, That it is but a just tribute of the esteem in which we held our late prother, that we cause our charter and our late brother's chair to be draped in mourning for the space of thirty days, and we mourn his loss as a departed brother worthy our deepest love and esteem.

Resolved, That these resolutions be entered in full on our division records, and presented to our Aurora papers for publication.

Resolved, That a copy be presented to his bereaved family.

M. D. WOOD,
W. S. WOOD,
B. F. REYNOLDS,
Committee.

EDITOR MONTHLY:

I enclose in this, resolutions adopted at our last regular meeting, on the death of brother Geo. R. Trowell, a charter member of this, Milwaukee Division No. 46. Brother Trowell had been sick for about three months, and was in the kind hands of our good brothers of Division No. 57. They cared for them as one of their own. We all had hopes that brother Trowell was getting better until the 5th inst., when he was taken with hemorrhage of the lungs, and died the 9th inst. at 11 a. m., aged 34 years. Our brother had only moved his wife and family to Fort Worth a few months, where, a few days after arriving, he lost his little boy—their only child. Brother Trowell was buried by the good brothers of the division, and was laid away by the side of his child, at his request, on Sunday, 11th inst. The brothers of Evergreen Division No. 57 will always be remembered with kindness by our division, for the part they have taken in this, and the very kind care they gave our late brother in his sickness. Yours truly in P. F.,

J. H. ROBINSON, S. & T.

—Died, in Meadville, Penn., February 4, 1885, after a lingering illness of many months, during which she was a quiet sufferer, Eliza B. Stillman, aged 46 years. Thus passed away the wife of brother T. Stillman of Division No. 32. She leaves an interesting family of five children—the two oldest, a boy of 18 and a girl of 14 years. The members of Division No. 32 did all in their power to make the burden as light as possible for the bereaved husband and family. A committee was appointed to render any assistance needed, and express the sympathy of the members and their families in this, our brother's sad affliction. It is an irreparable loss to our brother, and the many mourning friends whom she had made during her long residence among us, and to whom she is endeared for her many deeds of kindness and her upright christian life.

KEYSTONE.

—Little Ella, daughter of Mr. and Mrs. C. M. Kishpaugh, died at her home in this place at 3 o'clock this morning. She had been taken with the measles and got along nicely until about one week ago, when she ceased eating and drinking and gradually wore away. The physicians say that her spine was affected and that she died of congestion of the brain. The parents have more than a passing expression of sympathy from the entire community. Particulars as to the funeral will be given in our next letter.

—It is with feelings of keen regret that we have to chronicle the death of the wife of brother S. K. Haddix, of Division No. 26. It was at the close of a long and painful illness that the "grim shadow," which had already claimed their only child, called the mother to that rest which "passeth all understanding," and our brother was indeed bereft of all which makes our pathway pleasant here below. The heartfelt sympathies of brother H.'s many friends are tendered to him in his greatest of earthly afflictions. W.

—Brother H. C. DeWitt, a member of Clinton Division No. 33, was fatally injured while in the discharge of his duties, February 14, and died at his residence in Clinton, February 15, from his injuries. Brother DeWitt leaves a wife and four children to mourn his loss. At a meeting held by members of Clinton Division, No. 33, a committee was appointed who presented the following:

WHEREAS, It has pleased an allwise God to remove from our midst our late brother H. C. DeWitt, therefore be it

Resolved, That the heartfelt sympathy of this division be extended to the bereaved family in their affliction.

Resolved, That in the death of brother DeWitt, Clinton Division No. 33 sustains a severe loss, his wife loses an affectionate husband, and his children a kind and loving father, and this community a good citizen, respected by all.

Resolved, That these resolutions be spread in full upon the minutes of this division, and a copy be sent to the editor of the CONDUCTORS' MONTHLY for publication, and be it further

Resolved, That we drape our charter for thirty days, as a mark of respect for our departed brother.

Resolved, That a copy of these resolutions be sent the family of our late brother.

N. J. OAKES,
G. W. GOODWIN,
S. T. COLLINS,

Committee.

—At a regular meeting of Hollingsworth Division No. 100, O. R. C., held February 22, a committee was appointed who drafted the following:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our brother H. C. Pinney, and

WHEREAS, It is just and fitting that this division take action on the death of our brother; therefore be it

Resolved, That the heartfelt sympathy of this division be extended to the bereaved family in their affliction.

Resolved, That while we bow with humble submission to the will of the Most High, we do not less mourn for our brother who has been called from labor to rest.

Resolved, That our charter be draped in mourning for thirty days, and that a copy of these resolutions be sent to the wife of our departed brother and to the O. R. C. MONTHLY for publication, and that a copy be spread on the minutes of our division.

A. BULMAN,
A. S. KNAPP,
T. W. THOMPSON,
M. DRAHN,
L. S. HOUSER,

Committee.

RESOLUTIONS.

—To assure you that the Order of Railway Conductors is appreciated by the outside world will be seen by the following resolutions by brother J. Mahan and seconded by brother Ira C. Sherry:

Resolved. That a vote of thanks of this division be and are hereby unanimously tendered Mr. John Thomas of Hokendauqua, Pa., for his generous gift of \$25 to this division; therefore be it further

Resolved. That Ira C. Sherry Division No. 147, send a copy to the said John Thomas of the CONDUCTORS' MONTHLY JOURNAL for the term of one year, and that the vote of thanks shall appear in this months journal,

OFFICIAL.

CIRCULAR NO 5.

BROTHERS—The following are reported:

Suspended by Division No. 11.	March 14.	Wm. Peck.
" " " "	52.	November, A. J. Kittle.
" " " "	72.	November, F. S. Oakes.
" " " "	108.	March 10. C. Conley, Harry Everett, J. Z. Glass and Jas Tracy.
" " " "	138.	March 22, J. H. Riley.

All for non-payment of dues.

By Division No. 45. March 15, F. P. Hartwell, for intoxication.

Expelled by Division No. 38, March 22, O. L. Pennell, for unbecoming conduct.

" " " "	77.	March 8, J. D. Smullen, for defrauding division.
" " " "	93.	March, John Reed, for violating his obligation.

Of the members suspended, the suspension of F. S. Oakes was reported immediately after it occurred, but publication was withheld as he had promised to re-instate himself immediately: That of A. J. Kittle was reported but in some way overlooked

Division card No. 3,764, issued October 25, to T. S. Richardson, Division No. 122, has been lost; also No. 4,817, issued to L. H. Stevens of Division No. 119. If either are presented take up and return to me. Brother Stevens also lost his membership certificate and annual pass over the P. R. R.

There are now 1,855 members in the insurance Association; of this number about thirty-five are delinquent on assessments Nos. 30 and 31, and something over 100 on assessments Nos. 32 and 33. Those who are delinquent for Nos. 30 and 31, have until April 15 to re-instate themselves, and those who are delinquent for Nos. 32 and 33, have until June 20 to re-instate.

Benefits will be paid within the next ten days to Wm. L. Collins for disability and to Mrs. E. F. Seymour for the death of brother E. F. Seymour of Division No. 55. The claim of Miss Edith Osborne for the death of brother I. F. Osborne of Division No. 9, has been received and approved by the committee and will be paid as soon as the next assessment is paid.

Commencing with the next notice issued, the numbers of assessments will be advanced TWO, the next being No. 36 instead of No. 34. This is done to make the numbers of the benefits and assessments correspond, the assessments being collected in advance,

Yours truly in P. F.

WM. P. DANIELS,
Grand Secretary.

The Railway Conductors'

MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, MAY 1, 1885.

No. 5.

THE OLD AND THE NEW.

Written for the MONTHLY.

Can you remember when a boy, long years ago,

When sitting in the old church pew,

Those feelings of dire distrust and woe,

With both body and heart chilled through?

And those old wooden benches, no cushions there;

One stove, near the deacon's seat,

And the cold chills running from the roots of your hair

To the numbless souls of your feet.

Those grim, bare walls with their fresco of smoke,

And the posts, one could scarcely see through,

And the deathlike silence which ne'er was broken.

Were those bright, pleasant hours to you?

No sweet enchanting strain from the organ told

Of life's music, soft soothing power,

And the songs of gladness seemed really so old,

Handed down as an heirloom or dower.

And the minister rising, his face marble white,

Read the good hymn over once more,

And pictured that place which is darker than night,

A little blacker than ever before.

And sometimes it seemed to me, with an indelible pen,

He tried hard to puncture it well

In the heart of those very good women and men,

The great fact of a terrible hell.

One thing I do know, he tried hard at least,
And no fault of his if he failed.
If ever I must sit at that terrible feast
I'll remember those words which prevailed.

And the long, prosy sermon which told you of death;
Not one word of a beautiful life here,
And the only relief as you drew one long breath,
When the tenthly, or amen, would appear.

Oh that terrible hell, that abominable place,
So well pictured in my memory to-day.
Yet how little he told of God's sweet, saving grace,
Which might keep a poor sinner away.

And I almost believe. if when a boy I had heard
Christ's sweet, loving kindness foretold
Half as much as those Orthodox creeds, sadly blurred,
Doubts and fears might have been turned to gold.

Thanks be to God it is far different to-day.
Every church hath a little of cheer,
And the death that we die, the home over the way
Depends a little on the life we live here

The sweet songs, the kind words, in the glad house of prayer,
And the promise that "He" saves "even me,"
That a heavenly life here makes a heaven over there,
Seemeth plainer to both you and me.

God sits in His majesty, but Christ seems nearer to-day.
Love reaps a richer harvest than fear,
And the beautiful church that stands over the way,
Hath a charm that grows brighter each year.

And the good man who tells how a life that's well spent
Bringeth double the sheep to the fold
Than the one who is driving them, however well meant,
But leaveth them out in the cold.

If the worth of a Savior and His beautiful love
 With the joys that we gather within,
 Cannot point the poor soul to a haven above
 That is better than a harbor of sin,

Then the fear of the law, although certain and sure,
 May drive many to repent of their sins.
 But the love of a being who is perfect and pure,
 The heart willing, should gather them in.

Then keep the old church tidy, teach the young to see,
 Yes, a place to spend many happy hours.
 "Teach the little children to come unto me,"
 Earth's buds, and blossoms, and flowers.

So the harder we try to make life lovely here,
 And the path of our neighbor we pave,
 Then the flowers of Christianity will sweeter appear
 And keep blooming beyond the grave.

E. H. BELKNAP.

TWO NOVEMBER DAYS.

Written for the MONTHLY.

The trees stood out bare and tall against the gray of the sky, stripped of their bright foliage, they looked like gaunt, grim sentinels. The sky was overcast with dark clouds and the air filled with the peculiar chill that always precedes a snow storm. And by and by the snowy flakes began to descend; softly, silently, tenderly they laid their ermine mantle over the fields so gray and brown, over the broad streets where the silent messengers reside not more contentedly than in the narrow lanes and alleys.

From my window dreamily I watched the flakes as they grew larger and fell faster, and saw the bare trees so unsightly a short time before, take unto themselves such beauty as filled my soul with delight. Slowly my eyes wandered to the village below where the abodes of the rich and poor alike were wrapped in the same snowy robe: The spires of the churches stood up straight and tall ever pointing to the heaven where rest is found. Silently they stand, but even while I am regarding them, lights appear in the highest of the gray towers and a merry peal of music breaks forth and the air reverberates with the sweetest of sounds. Quickly lights appear in

the houses, the silver-tongued bell has awakened the people; the streets so white and deserted before, in a few minutes are alive with carriages and people.

Suddenly I arouse myself from my reverie and realize that I must hasten my preparations if I would witness the wedding that has created so much excitement in the lively little village. To-day I am to witness the marriage of my dearest friend and schoolmate; she had insisted that I should stand by her side during the ceremony, and I had consented, remembering a promise given long ago. But in the midst of my toilet I had stopped to look at and dream of the beauty about me, until warned by the notes of the bell I had no time to lose, so I snatched my gloves from the dressing table and went for a few last words with the bride before the carriage came.

In the doorway I paused, filled with delight at the beautiful picture within. It was a perfect little gem of a room, filled with everything she had ever wished for, but the fairest object my eye rested on was the young girl herself. Before the glowing fire she stood; its bright rays enhanced her beauty and her white dress of shining satin enveloped her form even as I had beheld the snowy mantel enfold the fields without. Fair and sweet, she smiled a happy, contented smile as she gazed at the bright coals. Going to her side and taking her hand in mine I said: "Oh, Bessie darling, brides are always pretty, but you indeed are beautiful. A precious gift the man of your choice receives this night." Slowly she turned from the fire, the smile had fled and her eyes were filled with tears as she replied: "Lily, dear friend, with all my happiness I cannot repress a feeling of great sadness to-night. Outside the snow falls lightly, making no sound, but every flake rests like a stone on my heart. You know the dislike I have always entertained for snow, and now it comes an unbidden guest to my wedding. It fills me with a strange foreboding of ill." "Cheer up, Bessie," I said, "the snow cannot injure you; the protecting arm of the man who loves you will shield you from all harm. Your future looks very bright." At last her face cleared as the door opened and her affianced husband entered the room. Coming to the fire-place he gaily threw an arm around each of us and said: "Are you two plotting mischief against my future peace of mind?" and turning to me he said, "beware Lily, how you put ugly thoughts into my little wife's head." So we stood laughing and joking when the door opened again and the gray haired father and sweet faced mother entered, followed by Bessie's only brother. Leaving us the young girl went quickly to meet the trio, while we all formed a circle about her as her father laying his

hands on the golden head prayed that the blessings of the Generous Giver be ever with this loved one who was going out into a new untried life. There were tears in the eyes of all as the voice trembled and faltered, and a sob was distinctly audible as the "amen" was pronounced; but quickly recovering himself while the mother and brother were adding some loving words, the father said "Come, my children, the carriages are at the door and we must not keep the good people waiting."

In a few minutes we were at the church which was crowded to its fullest capacity, for Bessie was a great favorite in the little town. There is a flood of light, a burst of joyous music as we go up the aisle to the altar and form a group around the bible. We inhale the fragrance from the flowers, hear the soft, low notes of the organ that do not disturb the man of God as he raises his gentle voice in prayer and service. Then the notes grow loud and louder and seem to shriek with joy as we follow the new made husband and wife down the aisle. There is a reception and supper to which the village people are invited, then the journey to the distant home. In bidding me good bye Bessie had said, "Lily, you must come often to see father and mother." So many times during the year I had been to the little home where we always received such loving letters from the absent ones.

Time flew by and it lacked but a few days to the anniversary of the wedding, which was to be celebrated at the old homestead. Bessie and I had arrived a few weeks before and her husband was to join us soon. Oh such happy hours we spent together; we were all as merry as children. One morning we received word that George would be with us by noon. So Bessie ordered her pony and carriage and with song and laughter went gaily to the depot to meet her husband. As she was about to step into the phaeton her father said, "Bessie, dear child, I don't like to have you go alone, your horse is restless and fiery; I distrust him." "Nonsense, father," she laughingly replied, "Ned and I are the best of friends, he never fails me." So playfully kissing her hand to us, she lifted the reins and away they sped. We all stood watching until a corner in the road hid them from sight, then entered the house filled with a strange unrest. In a short time we heard the whistle and knew the train was in, and in a little while the husband and wife would be with us. The minutes flew by and we began to wonder why they did not come, and the father was putting on his coat to go and see what had detained them, when up the road we saw a strange group coming. Four men walking with slow and measured step, carrying something between them, and some one—yes, it was George, following them. Trembling

in every limb we ran to the door and there our worst fears were realized; for on the stretcher lay our bright, beautiful Bessie whose lips would never open again in song or merry jest. With a heart rending scream the mother fell fainting by the side of her dead child, while the father and husband stood as if bereft of reason, white and scared, not realizing the awful calamity that had befallen them.

No one could tell just how this terrible thing had happened. It is true the little pony was nervous and full of fire, but had never before been unmanageable, and Bessie could always quiet him in his worst freaks. But this morning as the great engine came steaming into the station he seemed wild with fright and heard not the gentle voice, heeded not the restraining hand, but rearing and jumping; before the bystanders could render assistance the frightened animal had overturned the carriage and Bessie in falling had struck her head on the stone curbing. So the fond husband on the platform of the train looking for a loved face, had seen the mad plunging of the horse, had quickly rushed to the rescue, but was too late. The fall had been fatal; the blue eyes never unclosed, the lips only moved a few times, then the young life went out. Heartbroken the husband knelt by the side of his wife and chafed the fast stiffening hands until led away by kind friends.

Again I sit by my window and watch the snow flakes as they descend. Again they spread their snowy mantle over the bare, brown fields, and cover the trees with their weird beauty; and over in the city of the dead they fall into an open grave. As they grow larger and fall faster their weight on my heart grows unbearable. I see the spire of the church from which just one year ago my dear friend went a happy bride, I hear the bell but there is only sadness in its tones for the old sexton's hands tremble and his eyes are filled with tears as he tolls the age of the beloved departed. Again we go to the church, but the music is muffled and slow as we go up the aisle to the altar, and the fragrance of the flowers almost suffocate us. We gather around the bride, oh so lovely in her sunny bridal robe, but whose lips open not to all the loving words and caresses. We hear the man of God as he leads in service and prayer, but his voice is often choked with tears as he remembers the bright little girl, the beautiful woman, the loving wife. Again the village people have come to the church, but their faces are filled with a great sadness as they look on the pallid face of death. Down the aisle from the altar we followed the bride, and the mournful notes from the organ fill us with grief, almost too great to bear. With slow and measured tread they carry her to her last home and lay the golden head among the snowflakes;

the heart they made so heavy just one year ago will never feel their weight however heavily they fall. So with breaking hearts we leave her there until the resurrection; and with blinding tears we turn away and sigh.

“ Fall gently, poor snow flakes,

And cover the mound

In the churchyard old;

Fold it up softly and sweetly

Spotless white, fold upon fold

F. B. W.

IMAGINATION IN PROSE LITERATURE.

Written for the MONTHLY.

Imagination is acknowledged to be an indispensable element in poetry. Why should it not be considered a great power in prose literature? Its use is not dependent on poetic measures. The little child feels its influence when with face all aglow he narrates the petty triumphs he has achieved and the scenes of wonder that inspire his fresh young life. The artist throws upon his canvas the representations that only his eye of genius could discover, and men gaze entranced although he speaks not a word. Music is not essentially poetry, but it is imagination embodied in song, and as it flows through all the aisles and avenues of the inner being, man awakes to a purer life and his aspirations look above and beyond. How many words of wisdom and lessons of instructions are imparted to us in “speaking pictures” drawn from imagination. It is not mere truth that the world wants, but truth sparkling and fresh with the life it brings with it from the land of its origin. Let it come in beauty and in music to the hearts of men, bringing its harp and love. The ancient world had one source of power which we have not. The prevalence of superstition gave a rich coloring to the literature of the early ages. We do not deny that Christianity has sublimer sources of inspiration than any false conception that ever prevailed, but mythology compelled the world to look at nature in the light of a fervid and ennobling imagination. She pictured her supreme duty wielding the lightnings on shadowy Olympus, the god of the sea skimming the waves with his light chariot, or scaling the earth with his revengful trident. The goddess of beauty winning the groveling sons of men to harmony and loveliness. In every operation of nature there was seen the mysterious agency of some invisible power. Night wrapped her slumbering brood of mortals in her starry wings, the dawn with rosy fingers parted the curtains of the skies,

sirens allured man's trembling steps to pleasure and fate snapped the cord of life asunder. The blind old man of Scio knew well how to use the magic wand that imagination put in his hands; wandering from village to village he sang those strains which have been the delight of all ages. The crowd of rustics heard with wonder as he told them of Divine power, of martial bravery and relentless destiny, of Achilles' wrath and Hector's God-like strength. He told them how the gods came down and fought with martial man and how the daring Diomedes raised his presumptuous spear against one clad in celestial armory, told them of the splendor of the heavenly courts and the banquets of the gods, where immortal youths ministered ambrosial meats and filled the foaming bowl. No wonder the rustic crowd listened entranced and blessed the minstrel as he went away. During the long ages of intellectual and moral night, when poetry had bidden the world farewell, a superstitious imagination supplied her place; on the moonlight plains of the Orient the assembled shepherds heard in breathless silence the story of "Aladdin's Wonderful Lamp," or that instructive fiction of the enchanted mount which many had attempted to climb in order to obtain the prize on its summit, but called by stern voices behind, or attended by sweetest music, they turned to look and instantly turned to stones. To the mind of the rude peasant spirits of light and darkness seemed to make their obtrusive visits, and ghosts of the dead in dread array wandered over the earth. But now the reign of superstition is succeeded by the reign of a chaste and Christian imagination. Under her favoring auspices poetry thrills with more exalted strains, music fills the world with flowing symphonies, the painters' pencil and sculptors' chisel guided by her mysterious agency achieves new triumphs. The writers of fiction have always wielded a great power, and perhaps their influence never was so powerful as in the present age. We can not but think that the time is past for denunciations against fiction in itself. Why should such an engine of good be abandoned to the cause of evil? Imagination is as much a God given faculty of the mind as reason or memory, and is designed to be used for all beneficent purposes. The great teacher used it, Bunyon, whose imaginary pilgrim marks the road to paradise, made use of it from beginning to end of his immortal allegory, and almost all eminent and successful instructors of mankind have depended much upon its power. The Christian has so far recognized its use that there is no longer any need of going outside of Christian literature. Few writers of eminence in the present day would have the boldness to pen a picture the aim of which would be to exalt vice and depreci-

ate virtue. The periodical literature of the land contains much that is light and trashy it is true, but scarcely any periodical that has circulated in cultivated society would dare defame the sacred name of religion through the fictitious scenes and characters which it presented. While many a pleasant tale of virtuous triumph or domestic affection leads to greater love of the beautiful and good, and imaginary yet truthful sketches of vice in its repulsive manifestations warn the youthful mind from the road of folly. The secret of fictions' great power for moral ends is that it embodies abstract truths and makes them live as in the world of sense. The moralist is successful who teaches by ideas. Hannah Moore wrote a treatise on "Practical Piety," which done much good. She also wrote "The Shepherd of Salisbury Plains," which accomplished ten-fold more good than the former, for it went directly to the homes of the people. The church should take advantage of the same principal. Romanism influences the masses through crucifixes, paintings and an imposing ritual. Puritanical zeal would sweep all these aside and leave only the immediately spiritual. Ministers should paint and personate. We have many who were more eminent and gifted present the same truths, but sketched in such vivid scenes from practical life that the whole subject seemed to live before the eye. The objection is often urged against fictitious literature that it gives romantic ideas of life. But is it not well, sometimes, to rise up before dull reality into regions of romance and beauty? Instead of making life seem unattractive by contrast with an unreal existence, how often does some inspiring story or pictured scene presented by a master mind lift us to nobler aspirations and cast a glory upon life unrealized before. And yet fiction may be true to nature and humanity though not true to facts. This leads us to see how men of limited experience in the world of facts may be powerful teachers of truths, because they have all the unnumbered ideals in imaginations realm from which to select personations of the truth. Sometimes these personations have as real an existence in the world of mind as their counterpart in the world of sense. The old idealist thought ideals lived. They were not so very far astray after all. Which is the most real to the school boy, Alexander Selkirk or Robinson Crusoe? Everybody knows "Ichabod Crane" and "Rip Van Winkle" and "Samuel Weller," everybody laughs over the adventures of the "Knight of the Sorrowful Countenance," and his redoubtable attendant "Sancho Panza." "Uncle Tom" is not yet dead. More than once "Paul Fleming" invokes the "spirit of the past" and soliloquizes over old ruins. Principles too, assume a living form under the magic touch of imagination. The fox

that could not reach the grapes and said they were sour, has been copied by many an individual. "Telemachus" and "Mentor" never stood together on the rock overlooking the sea as they escaped from the bowers of luxuriant gratification, but many a youth has been rescued from vicious pleasures by the power of wise counsel, and passed from the rock into the sea of destiny to struggle manfully for a better life. The lovely "Exile of Siberia" never traveled that long, cold journey to St. Petersburg to ask pardon for her father, but filial affection in thousands of happy homes has made even greater sacrifices for parents as fondly loved. But the thousands who actually live are individually unknown. Imagination takes the principles that enables them, and in order that all the world may behold, admire and imitate, assigns them to forms that move and breathe on the glowing page of fiction. But let the adventurer on the enchanted land of fiction beware. There are embodiments of truth and scenes of beauty and priceless treasures of wisdom, but there are also barren wastes void of every substantial good, and there is a magic that may lead the wanderer on till reason ceases to attract and life's dull realities no longer please; he may turn away from all lofty aims and waste the energies of his heaven endowed spirit in frivolous pursuits, he may go on and on finding bewildering pleasures and thrills of excitement, but not one germ of truth to enrich the mind. And more than this there are windings of error and scenes of corruption, secret paths of folly and false lights that lead into by and forbidden ways, delusive dreams of happiness that charm to deceive and allure to destroy.

OLD SOL.

*THE DOOM AND DOWNFALL OF THE BOLD EMPIRIC AND
THE JEERING JADE.*

Written for the MONTHLY.

[There is a part for each, therefore let them select it and take it to their bosom, for I have hung a looking-glass before them.]

Though thou hast lived a hidden life,
Thy every joy is crowned with strife,
Thy pangs, at heart they linger still,
Thou hast made thy child a sacrifice
And planned for her the paths of vice,
By thine own stubborn will.

O mine enemy! were there hair enough upon thy beastly pate I could pluck it for a brush and paint thy profile with thy blood in some conspicuous place, or I could stretch thy heart strings upon my viol, and with a rosined bow of thy dried sinews grate thundering tones of agony. But my

reason forbids, they are too rotten with crime, unborn posterity demands of me a better deed, and reason bred within my breast forbids my neck to fill a hangman's noose.

Beautiful birds thou art, nestled (as it were) in the lap-rope of perfection, triumphant in thy treachery and blindfolded by satan's gauzy veil. By the insidious working of an evil heart thou hast anchored thyself to the infernal bars of a doubting conscience, and pillowed thy hopes on dissolving vanity. O couldst thou retrace the path that thou hast trod, and pluck therefrom those fiery darts of agony, what happiness 'twould count, or couldst thou annihilate the thought 'twould give relief to thy corrupted breasts and yet a crumbling hope for heaven might linger on the verge. How oft' thy brains did quake, and thy flesh did creep, at phantom faces glittering in the dark, how oft' thou hast watched the fatal drug within the glaring glass, when dread of execration forbid thy trembling hand to grasp the cup and swallow down the dose, With tremulous tongue and quivering lips thou hast lisped a thousand lies and thy (once) good name is dipped in dye indelible, and blacker than the sombre crow.

Thou human fiends, of blackest night and darkest deeds! Thou who hast dishonored the humble home of the aged man, brought disgrace to his whitened locks, designed the doom and downfall of his posterity and scorned him for his kindness; go seek some solitary doleful dungeon, iron bound and gravel floored, and there live out thine allotted time in darkest, dreary cell, where thy gray hairs may split from end to end with fright from dreadful dreams, where somnambulism may seize thy weary frame and trot thee to and fro from icy couch to frozen walls, where no more thine eye shall behold a glittering star and the eternal sun shall never lend a ray of light, where thy food may be of frozen bread and thy drink of breath-thawed dungeon frost, where the ghostly skeleton of him whom thou hast wronged may chase thee from thy couch, and with rattling bones and death-like strength, hurl thee round from wall to wall like chain shot from the cannon's mouth, until a frightening chill solidifies each drop of blood that flows within thy veins, then stand thee erect in thy cell, like a monument of ice, and thaw thee back to life by hurling at thee fire brands from his fleshless, ghostly, accusing hands. O thy vain deception, lulled with syren song, with holy writ in feeble hands so fair, thou hast held on to the rein of vice too long, alas! thou art overwhelmed in dark despair. Thy slippery schemes were planned too plain to hold, hence, thy polished joys (illegal as they were) are unraveled from deception's glittering evil, and cankered in thy breast. Thy

vocal strains are hushed like the dying oriole's in some lone secluded bosc, and thy crime depicted countenance is scorned by those who loved thee well. By Divine authority thy infanticide was bluffed, and evidence unfurled by thee alone seals the accusation as solid truth. Frail, fretting, sin-born babe, unhappy recipient of neglected care, what infelicities art thou born to share, nestled to a paternal breast that owes but animosity to God.

Alas! dread calamity hath o'ertaken thee, satanic schemes are frustrated, and thy sweet anticipation disappointed. Thou dost no more triumph o'er thy treacherous schemes but in trepidation nightly walk thy beat of midnight gloom. Hence, a just retribution bolts the door of flattery, and the jeering jade is swallowed up by the charms of bold empiricism. O, what rotten bliss! how blasted in its bloom! Will not dark futurity throw a veil of tears o'er thy shattered schemes? Shall bleak eternity gender smiles for ended joy and boundless grief? Wilt thou scorn the truth of this, thy portrait painted true, this picture of nature and experience? Grasp the telescope of time, bring it to thine eye, and in a retrospective view thou wilt soon discern the broken beam that caused thy frame of hope to fall. Is not thy reason ripe, or is thy comprehension blind? O, what queenly pride! what sweet angelic smiles, when harlots hold their heads so high that hell doth heave a sigh! O, wandering woman, boasting of thy beauty rare, an agent to procure a curse though bought at virtue's cost! What thundering thoughts of threatening truth to soften hardened hearts, hearts solidified by sin, that a gospel drill can not effect the glaze, though the blood of Christ is lubricant, and Jehova's power applied.

But what's affection for a friend who will sway a rapier sharp to sever kindred ties, where viduity's destroyed and childish virtue sacrificed to feed a human fiend, where brass hearted brutes in human shape, train a little child to sin? 'Twas confidence embedded in thy heart that dimmed affection's eyes and drew the blinding curtain 'twixt loving hearts and vilest shame.

Dear, departed parent, doth not thy spirit linger on the breeze, on some weary worn wind that floated by the door where dwells thine only child? O God! 'tis a blest ordinance if death doth eclipse a spirit's view from worldly vanities. When life is oozing out and reason no more rests with thy soul, who'll linger near thy bed to snatch one life-like kiss, the last that's cooling with thy dying body? Ah! like the feathery thistle blow, driven by the autumn breeze, thy spirit which long hath warmed thy frail temple of clay, will take its flight to eternal realms unknown, and thy once fair, facinating form shall court the crumbling clods low in the silent tomb.

September 12, 1879.

JOE CANTHOOK.

"MORE COPY."

In the sanctum, cold and dreary, sat the writer weak and weary, pond'ring
 o'er a memorandum book of items used before—
 (Book of scrawling head-notes rather; items taking days to gather them in
 cold and wintry weather, using up much time and leather)—
 Pondering we those items o'er.

While we conned them, slowly rocking, through our mind queer ideas flock-
 ing, came a quick and nervous knocking,
 Knocking at the sanctum door.
 "Sure, that must be Jinks," we muttered, "Jinks that's knocking at our
 sanctum door: Jinks, the everlasting bore."
 Ah! well do we remind us in the walls which then confined us,
 All scattered o'er the floor.

Thought we: "Jinks wants to borrow some newspapers till to-morrow, and
 'twill be relief from sorrow,
 To get rid of Jinks the bore."
 Still the visitor kept knocking, knocking,
 Louder than before.

And the scattered pile of papers cut some curious capers,
 Being lifted by the breezes coming through the door;
 And we wished (the wish is evil for one deemed always civil)
 That Jinks was at the devil,
 To stay there evermore;
 There to find his level—
 Jinks, the everlasting bore.

Bracing up our patience firmer, then without another murmur,
 "Mr. Jinks," said we, "your pardon, your forgiveness we implore.
 But the fact is, we were reading of some curious proceeding, and thus it was,
 unheeding your loud rapping there before—"
 Here we opened wide the door. But phancy now our pheelinks—for it
 wasn't Jinks the bore—
 Jinks, nameless evermore.

But the form that stood before us, caused a trembling to come o'er us,
 and memory brought us back again to days of yore:

Days when items were in plenty, and whene'er the writer went he picked up
items by the score.

'Twas the form of our "devil," in attitude uncivil; and he thrust his head
within the open door with "the foreman's out of copy sir,
And says he wants some more!"

Now, this "local" had already walked about till nearly dead; he had saunt-
ered through the city till his feet were very sore;

Walked through the street called Evans, and in the by-ways running off in-
to portions of the city both public and obscure;

Had examined store and cellar, and had questioned every feller whom he
met from door to door,

If anything was stirring, anything occurring not published heretofore; and
had met with no success; he would rather kinder guess

He felt a little wicked at that ugly little bore, with his message from the
foreman that he

Wanted something more.

"Now it's time you were departing, you scamp!" cried we upstarting; "get
you back into the office, office where you were before;

Or the words you have spoken, will get your bones all broken" (and we
seized a cudgel oaken that was lying on the floor),

"Take your hands out of your pockets, and leave the sanctum door;
Tell the foreman there's no copy you ugly little bore." "Quoth our devil:
"Send him more!"

And our devil, never sitting, still is flitting, still is flitting, back and forth
upon the landing

Just outside the sanctum door.

Tears adown his cheeks are streaming, a strange light from his eyes is beam-
ing, and his voice is heard still screaming,

"Sir, the foreman wants some more."

A SPRING SONNET.

Now doth the lazy husbandman

Emphatic murmur "darnteluck!"

And with the hoe and rake in hand

Prepare the beds for garden truck;

While on the porch his loving wife

With latest novel calmly sits,

Or shakes her apron for dear life

And "shoos" the chickens into fits.—*Bismarck Tribune.*

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

C. S. WHEATON, Editor.

THE BLACKLIST AGAIN.

We take pleasure in presenting a letter from a valued correspondent on the above subject, who gives his views with much force and commendable zeal, and we desire to repeat, as in a former article on the subject, that we shall *not take up the article to defend the system*, but to show all that there are two sides to the question and we are willing to give both, and those who assume to say that the MONTHLY, the editor, or the Order of Railway Conductors, are in favor of the system and have done what little they could to blacklist us wherever their papers have gone, are considered by us as quite inconsistent opponents of the measure and have simply proven our oft' repeated remark, that they were willing to do anything in the world to get a dollar for their paper.

EDITOR MONTHLY:

In your editorial in the February number of the MONTHLY I notice an article on blacklisting. Now that the subject is opened up I would like to submit to the readers of the MONTHLY a few instances that have come under my observation, as well as my views on the subject.

In the first place I do not like the idea of comparing the victims of the nefarious system of blacklisting to burglars, etc., etc. That there have been good, honorable men blacklisted there is not the least shadow of a doubt; for instance: A railroad company will put on a train a lot of spotters, whose business it is to stamp all conductors as thieves; they must make out a case or their source of revenue is stopped. Do you suppose for a minute that they will hesitate to accuse a conductor, whether guilty or not? No, Indeed, these sleuth hounds must make a showing, and they do. One instance (I could mention names, but the party is dead now; died with his boots on, so to speak.) came under my personal observation. Twice discharged from the company's service as conductor of freight train as being incapable and untrustworthy, finally hired to the same system as a "spotter" was the means of a general cleaning out and their names being enrolled on the blacklist as thieves; made his brags that he would do up certain ones: then after serving out his time as a Judas Iscariot he was given a passenger train for his labors, which he kept till killed.

Some years ago a certain trunk line in Illinois got that chief of sleuth hounds, Pinkerton, to work the road; the result was, men grown gray in the service were fired out, men who were respected by all who knew them, had served the company faithfully for years, were suddenly asked to resign upon the word of a lying spotter, who probably knew about as much about spotting a train as a child: their

names enrolled on the blacklist as thieves. Put a rogue to catch one then take his word in preference to everyone else's. Another instance: A passenger conductor was asked to resign. He had the impertinence to ask the reason and was told as far as his work was concerned it was satisfactory and they considered him honest but it was a personal matter. He was blackballed on two other roads by that superintendent, great care being taken to do it in a quiet way, so it could not be located. Your editorial says: "In almost every paper we find chronicled in some of its items about bank cashiers, book keepers, etc., etc., defrauding their employers." Now let me ask, do these railroad companies publish their blacklist in the daily papers? *No sir*, they are got up in book or pamphlet form and distributed to superintendents and train masters, where they are kept locked up for reference. A stab in the dark. Do you suppose they would for one instant put his name in the daily papers and advertise him as a thief? *No sir*, they dare not! Then there would be a chance for action for damages and the witnesses they would have to procure would cause them to blush for shame to show to the world the scum they done business with. We grant that when a company discharges a man that they can forbid his being employed on their road, but they have no right to write to others and follow him to other roads. If they want to black ball why not put it in the daily papers as you speak of about the bank defaulters, burglars, etc., etc. Is it manly or right to do it in secret.

We do not remember (and we have been railroading about fifteen years) when to be known as a railroad man debarred us from all respectable society. No, Brother Wheaton, no matter what a man's calling or position is, if he has the misfortune to have met with reverses in life and has taken a menial position on a railroad, that does not alter his nature or disposition. The training he has received at home will show itself. Early impressions are generally lasting ones. If a man has been raised a gentleman he will show evidences of it in his mature years. Look at some of our most prominent railroad officials, read their life and see where they started from. Had they been debarred from good society and considered not respectable, would they have attained their present position? *No sir*! A man can be a gentleman no matter in what calling or how humble he may be, and society will recognize him, even though he be a railroad man. Of course there are some hard cases among railroad men, and narrow minded people may judge all by the few they may have seen of this kind. Would it be proper to say all bank cashiers were scoundrels and defaulters, simply because we see in the papers accounts of so many that have gone wrong? There are bad men in all callings and avocations of life. Let us be generous enough to admit that there are good, honest men and lots of them left yet. Do not condemn all because of a few.

You think "that under the laws of this country one man or class of men falsely accusing his men is liable for damages, etc., etc." Now can you point me out one instance where a man blacklisted can get a chance at his accusers. As I said before it is done quietly and by confidential circulars or letters; they are not published to the world. Where then is your chance to make a case? Do you know of one case that has been "equitably settled between the aggrieved parties?" I could cite several instances where this system of blacklisting has worked harm to *good men*, but I would trespass too much upon your time and space. Those I have mentioned are *facts* and personally known to be such.

Now suppose when we have made our last run and been called to headquarters of the Grand Chief Conductor of the Universe to receive our final sentence for deeds done here on the main line, the G. C. C. calls his private secretary to bring forth his blacklist book which is locked up in his safe; the book is referred to and your name is found on the list; you have committed, or are accused of committing

some little inequality here; charges have been preferred by some spy or spotter and are considered as truth or facts; no going behind the "*Honorable Gentleman's*" report. What would you say and how would you feel? As for me, my very soul would cry out: Send me to perdition where I can be with the victims of this man's lying, rather than have a golden harp and be with hypocrites and those I would not recognize or associate with on earth.

No, Brother Wheaton, I don't think that in our 168 lodges you will find one man who favors the present system of blacklisting. If it is to be done let it be done openly and above board and not by lists kept secretly locked up from public view. That which will not stand the light of day or has to be kept hid except to a few, must be crooked and won't bear investigation. I would like to hear from others of our brothers and get their views. May the time soon come when no such thing as a blacklist will exist or become necessary; that employer and employee meet together as men and settle all their differences in a brotherly way and not strive to do each other all the harm they can after their business relations have ceased with each other.

"MORE ANON."

Now it seems to the MONTHLY that in nearly every instance the opponents of the "blacklist" fail to distinguish between the *use* and *abuse* of the list and that the arguments against it are, in at least nine cases out of ten, against the *abuse*.

Our correspondent above, commencing by saying that he wishes to advance some arguments against the "blacklist," but he instead of doing so pulls the throttle wide open and takes "a run" at the "spotter."

Have not the readers of the MONTHLY often noticed the way in which some engineers undertake to pull a heavy freight train over some hill. They back up a mile or so, "pull her wide open and hook the lever in the corner" and start to "knock the hill down," make a prodigious display in the run, knock the fire out, steam runs down and they stop half or two-thirds the way up the grade. Just so with the "spotter" and the "blacklist," the more "runs" you take at them, the worse off you will be in the end.

Every member of the Order of Railway Conductors ought to know the exact position of the MONTHLY and all connected with it, on the "spotter" question. We believe the "spotter" to be an unmitigated evil just as we believe a score of other things are evil; but one thing is as certain as our existence, and that is, just so long as there are dishonest conductors, just so long will there be "spotters," and the more effort we, as a class, make to rid ourselves of the dishonest, the less cause we will have for complaint against the "spotter." The natural and philosophical law of "cause and effect", operates in the case of both the "spotter" and the "blacklist" just as certainly as it does in any other: The remedy and the *only* one, remove the "cause."

Our correspondent says: "That good, honorable men have been 'black-listed,' there is no doubt." We agree perfectly and we do not believe there

is a railway officer in the United States that will dissent from the statement. Will the opponents of the system deny that good, honorable, *innocent* men have been hung, charged with murder?

Again it is a fact that cannot be denied that "a railway company will put on trains a lot of 'spotters' " and the MONTHLY believes and knows that many of the railway officers believe that many of the "spotters" will not hesitate to accuse honest men. The MONTHLY also believes, although we may be looked upon as an outcast for expressing such an opinion, that there are some honest detectives. Conductors are very angry as a rule, if *they* are all classed as thieves because some of them are dishonest, but many of them do not hesitate to say that *all* detectives are dishonest. Be consistent brothers!

Anon quotes two cases that have come under his observation and we have no doubt but they are exactly stated, but we are also confident that in both cases the officers had good reason to employ detectives; that if all in relation to the cases was known, some one or more conductors gave the "cause" that was followed by the certain and logical "effect."

We also believe that if the "Judas Iscariot" mentioned by Anon, "made his brags that he would 'do up' certain ones" and proof of it was given the officer who employed him, he and not the conductors would have been dismissed in disgrace.

We all know how rumor magnifies and enlarges what are often innocent words and acts into hideous libels and crimes. We all know that what Mr. A. said was "as black as a crow" grows into "three black crows" by the time it reaches D through B and C. It is a very easy matter to assert that such language was used, but that it was used and that the officers employing the man knew it and still retained him and discharged conductors reported by him, we must be permitted to doubt until proof is furnished, for while it is a matter of fact that railway officials are human and consequently there are some who, to gratify personal ambition or feelings of enmity, will deal unjustly by their employes, they are by no means as plenty as Falstaff's "reasons" and where there are such, their success is usually short-lived. We firmly believe that a large majority of railway officers have a deep and personal interest in their employes and would not knowingly do injustice to any.

It certainly seems to us that Anon is very unfortunate in using the name of Allen Pinkerton, for while Pinkerton undoubtedly had dishonest employes, as who has not that employes many men, his personal character

stands high and the intimation that he would lend himself or his agency to any dishonest scheme, will not advance the cause championed by Anon.

In the case given where, by the *abuse* of the system, for abuse it certainly was, if all the facts are given, a conductor who was admitted to be honest and capable was discharged because of a "blacklist," the dismissed conductor missed a grand opportunity to teach the blacklisters a lesson, even if it was done in a "quiet way."

The "blacklist" has come to stay and it will stay just as long as there is occasion for it, and the best thing we, as, conductors, can do in regard to it, is to render every aid in our power to the officers to "blacklist" the incapable, intemperate and dishonest, and thus we will lessen the chance that the "blacklist" will be abused to our injury.

It seems a little singular to the writer that some of the publications that have wrought themselves into such a frenzy over the abuse of railway employes, never learned that the "blacklist" injured employes, or even that there was such a thing as a "blacklist" until they were informed of it a short time since by a few eastern superintendents, when as a matter of fact, the "blacklist" has been in use on nearly all the leading railways for the past fifteen years. We are, however, not at all surprised that some of these parties who have never been connected in any manner with the railways, evince a well-founded fear of the "blacklist" and perhaps not entirely in behalf of the dear employe, if the whole truth was known.

Pardon the digression, Anon, we return to you where you "grant that a company can forbid the re-employment of a discharged employe," but say, "they have no right to write to other roads." Now, Anon, are you not depriving them of one of the rights which you claim for yourself? The MONTHLY claims the right to notify you, if it so chooses, either publicly in its columns or privately if it so elects, of the supposed wrong doing of any person. Let us suppose that we believe that a member of the Order has defrauded us and that we also have reason to believe that this same member is going to Galveston to try and do the same by you, do you question our *right*, if we choose to take the consequences of our statements being untrue, to write and give you warning? If we had no proof to support our statements, you might question the expediency but the *right* is beyond question. "Why not publish in daily papers?" Dear Anon, have you never said to a friend in confidence, that A was not just what he should be and that while you did not *know*, you had reason to believe that so and so was the case?

We have and if you have not, we believe you are the "one among ten thousand."

Like you, the writer has been in railway service about fifteen years, but can say to his own knowledge that there has been a time, when in many places, to be known as a railroad man, debarred one from respectable society and while it is quite likely that it was not so in all places, it is well known that it was so in the majority of cases and that the standard of employes in all classes, is much higher than even ten years ago. If you have never known of this, your experience has been extraordinary and you are to be congratulated that it has been your fortune to have your "lines cast in pleasant places."

We coincide with the opinion that misfortune and reverse *should* not alter nature and disposition but must take issue with you when you say positively that they *do not*, for we have personally known cases where they have done so, but what that or the fact that prominent railway officials have risen from the lowest ranks of railway employment, has to do with the "blacklist" the MONTHLY is unable to guess and is inclined to think that its correspondent sometimes forgets his text.

No! Certainly it would *not* be right to say all bank cashiers are scoundrels because some are, neither does the MONTHLY think it exactly the thing to say *all* detectives are dishonest because some are, neither does the MONTHLY deem it necessary to plead for generosity towards conductors when *justice* is amply sufficient, nor can it see wherein the plea made by its correspondent to be generous, is an argument against the "blacklist." The MONTHLY has always maintained that conductors were as honest as any class of men who are their equals in education and ability, and will continue to do so, until there is direct proof to the contrary, and we further maintain that as we raise our standard of education and ability we also raise the standard of honesty.

You ask us to cite a case where a blacklisted man can get a chance at his accusers. In your letter you give us a case and in a portion of this article we have already cited it. Yes sir, the MONTHLY does know of many cases that have been equitably settled between the parties, or at least to the satisfaction of all parties concerned and we may certainly draw the inference that they were equitably settled. If Anon desires we will refresh our memory in regard to this matter and give him names, dates and locations by letter. We also know of cases settled by the courts in favor of the complainant, and can cite such cases to Anon if desired.

The MONTHLY could cite cases where the laws against larceny, arson and many other crimes have worked harm to good men, but it does not consider such cases any argument against the laws to punish such crimes. The writer heard, under somewhat peculiar circumstances, a new rendition of an old proverb not long since, as follows: "Consistency is the vice of an evil mind," and it occurs to us, from the arguments we have so far seen against the "blacklist," that its opponents are endeavoring to prove that their minds are *not* evil, whatever else may be charged to them.

Again it seems to the MONTHLY that Anon has been singularly unfortunate in his choice of illustration, for if there be anything of truth in the Bible, any reality in Christianity, or anything in the lessons of faith and hope learned at a loving mother's knee, we certainly shall be confronted with a "blacklist" when we are called upon to answer for the deeds of this life, and it is open to suspicion that the names of some conductors will be on that "blacklist."

We heartily join Anon in his concluding hope but would ask him before deciding the question beyond appeal by his own arguments, to imagine himself in the position of a railway officer under some circumstances. A case occurred but a short time ago on a western road, where the officers had good reason to believe that one or more of their conductors was stealing tickets. Detectives were employed and the guilty party "spotted" and was pressed so close that he disposed of over \$200 worth of tickets for \$25 to avoid having them found in his possession. Would not you, if an officer on that road, feel inclined to look pretty sharply after the conductors, and don't you think that under the circumstances you might have employed a "spotter?" "Honest confession is good for the soul."

Further, let us suppose that this man after being dismissed, applied to another road, whose superintendent was perhaps your personal and particular friend, would not you feel a slight inclination to use the "detestable blacklist?" Yes or no?

In this issue of the MONTHLY will be found a contribution describing a circumstance which, though imaginary in this case, happens every once in a while all over the land. Now Anon, do you not think that if the four conductors who were dismissed with the correspondent, had done a little "spotting" and "blacklisting," they would have saved themselves and prevented the innocent from suffering for the misdeeds of the guilty? And if they continued their "blacklisting" a little further, might they not have saved other innocent ones from disgrace?

Since the days of Adam and Cain, the universal answer of mankind when arraigned, has been either "The woman tempted me" or "Am I my brother's keeper?" But brothers it will not do; for disguise the fact by what plausible sophistry we may, we *are* our brother's keeper and we must sooner or later face the music and shoulder the responsibility, and the sooner we do so the better for all concerned and while we may now see, "as through a glass, darkly," if we purposely look through a *colored* glass, the excuse that we could not see clearly, will not avail.

THE ISLE OF THE LONG AGO.

The life of a little song would be a pleasant thing to write, and would make one of the sweetest biographies in the world. A little song, we mean that has gone abroad out of our own heart, like a full fledged bird in June. Could one only know that some thought of his would thus take wing and live when he is dead, the hope that he had not lived in vain would warm his ebbing heart to beat again, and win an Indian summer for the soul. So would he share the life of flowers, be in his song renewed with each returning spring; for roses do not die, they only round the winter with a little sleep, and wake again. How often is it that a trifle uttered between the day-light and dark of graver toil, is counted by other minds a thing of price and coveted by thieves, who throw away the setting and so disguise the crime. If any word of ours is destined to survive the hand that wrote it, it will be because some thief or other steals it into a mutilated fame. Nay, we do not know why a song, new-shod at some Parnassian smithy may not canter rythm up the radiant steep. Three years ago some lines of ours led off a regiment of rhymes, that carrier boys spread all abroad on New Years morning to catch a little rain of silver if they could. Those lines, unworthy at first, of the merest mention, have been stolen over and over till O happy we! the latest thief has stolen them into such consequence that we make bold to claim the waif and call the wanderers home:

O, a wonderful stream is the river time

As it runs through the realm of years

With a faultless rythm and a musical rhyme,

And a boundless sweep and a surge sublime,

As it blends with the ocean of years.

How the winters are drifting, like flakes of snow,

And the summer like buds between,

And the year in the sheaf—so they come and they go,

On the river's breast, with its ebb and flow,

As it glides in the shadow and sheen.

There is a magic isle up the river time,
 Where the softest of airs are playing;
 There is a cloudless sky and a tropical clime,
 And a song as sweet as a vesper chime,
 And the June with the roses are staying.

And the name of that isle is the Long Ago;
 And we bury our treasures there.
 There are brows of beauty and blossoms of snow—
 There are heaps of dust—but we loved them so!
 There are trinkets and tresses of hair,

There are fragments of song that nobody sings,
 And a part of an infants prayer,
 There's a lute unswept, and a harp without strings,
 There are broken vows and pieces of rings,
 And the garments "she" used to wear.

There are hands that are waved when the fairy shore.
 By the mirage is lifted in air,
 And we sometimes hear through the turbulent roar,
 Sweet voices we heard in the days gone before,
 When the wind down the river is fair.

O, remembered for age be the blessed isle,
 All the day of our life till night,
 When the evening comes with its beautiful smile,
 And our eyes are closing to slumber awhile,
 May that "Greenwood" of soul be in sight. S.

NOTICE.

The back numbers of the MONTHLY are all exhausted and subscribers will hereafter commence with the March number. We desire to urge all brothers of our Order to take this matter of subscription up and see it we cannot raise our list far above that of last year. While we cannot complain as it is now, it is not half what it should be, and if the members of our Order would take hold of it as they ought, we can double it before October. Now we think it a duty every member owes the Order and himself to see that this book is in the hands of our railroad men and you can do no less under your sworn allegiance to the laws of the Order. Let me also urge you to give the matter of our Insurance your attention at an early day. Let us make it 2,500 before July. Now let all make a special effort and send us your application at once.

WANT TO KNOW, YOU KNOW?

MR. EDITOR:

I, for one, have been waiting for 'some time past to see something in the MONTHLY in regard to the report made by the executive committee after their examination of the books of the grand secretary. It certainly seems to me that it is in order for *some one* to "rise and explain."

I had the good fortune to be a member of the last session of the Grand Division and I distinctly remember that this Grand Division adopted, almost unanimously, the report of the Finance committee, which we find on page 330 of the printed proceedings. Now, while this report does not distinctly charge that there was anything wrong in the office of the grand secretary, the inference to be drawn from it was certainly to that effect. It was generally understood among the delegates at Boston, that a part of the members of the committee received their appointment because they were expert book-keepers, others because they were financiers, at least this was the generally accepted opinion of the delegates with whom I became intimate. This committee, thus made up largely of experts, decline to make any report on the correctness of the accounts of the grand secretary and treasurer, because they could not understand them, while another committee, the members of which were not experts, (except in train service) through whose hands the same matter passed, reported it correct and easily understood. (See par. 19, page 307.) This paragraph was adopted without a single dissenting vote, if my memory serves me correctly. The inference to be drawn from this, if I can guess the riddle, is that the Grand Division did not have very much confidence in the first committee and that their minds underwent a complete change after hearing the last report. Am I right? I am in search of knowledge and hope you, or some one who "knows, you know" will set me right when I go wrong.

They say, "We recommend that the Executive Committee be ordered to examine the accounts and be *held responsible* for the *doings* of the *Grand Secretary as under the laws* it is clearly their duty to attend to this matter." Mr. Editor, will you, or some one who is *posted*, tell us where to find the law that so clearly provides this? I have carefully read the constitution, statutes, insurance laws and rules of order of the Order of Railway Conductors, and the constitution of the United States and I can't find it. I find in section 8, article III of the constitution, "but no appropriation shall be made for their payment until the accounts (of the G. S. and T.) have been

passed upon by the *Finance Committee*." Well, they passed upon them, didn't they? I can't find anywhere in the book, anything that even remotely suggests that any accounts shall be passed upon by the Executive Committee. It is true that the last Grand Division directed the Executive Committee to pass upon and allow or dis-allow the personal expense account of the Grand Chief Conductor, but an attorney friend of mine, to whom I submitted the question, says that action of the Grand Division is a plain violation of the law and he added that if our association was an incorporated one, he would not want to be the officer to pay money on the recommendation or allowance of the Executive Committee. I have considerable confidence in the legal ability of my friend, for he stands high among his associates and has had particular experience in this line, as he has been for several years the attorney for one of the largest mutual insurance associations in the United States. Now if it is true that this *is* a violation of law, hadn't the Grand Division ought to mend its ways?

Let us move on: Quoting further, "We recommend that the Grand Secretary and Treasurer be instructed to keep a separate account of the Grand Division with each division." Mr. Editor, neither you or Major Morris can imagine the feeling of surprise that "came o'er me gently stealing" to be thus informed that our Grand Secretary has not been keeping an account with the subordinate divisions at all. That feeling of surprise is quickly deepened into one of consternation, though, as we listen and learn that no account has been kept with the Insurance association or the expenditures connected with the MONTHLY, and I wondered how that Grand Secretary remembered all the items necessary to make his reports, or did he "make up" as he went along. While I was yet puzzling over this problem my attention was again attracted by this: "We are satisfied that the Grand Secretary understands *his* method, (so he's got a method of his own, has he?) but in our opinion, etc."

I voted, Mr. Editor, for the adoption of that report and when I so voted I understood, as did every delegate with whom I conversed in regard to it, that the effect of the adoption was to order that some systematic method of keeping the accounts of the Grand Division should be placed in use immediately.

The committee further say, "We have no access to the journal from which accounts are copied into the ledger nor bank book to show balance to credit of Grand Division. (What did the fool of a Grand Secretary have a journal and ledger for if he kept no accounts? This question did not oc-

cur to me just at that time.) Well, here was a nice little batch of crookedness unearthed by our committee, sure. Here one of our trusted officers has all our money in his pocket, or perhaps has spent it and he sits there quietly without a word to say and don't even take the trouble to vote against the report that brands him as a scoundrel, for I noticed that he did not vote either way. This certainly is an exhibition of "cheek" that will wrest the hard earned laurels from the brow of the "Hebrew Commercial Tourist." I think I was never angrier in my life than I was then and it was with difficulty that I refrained from denouncing him then and there, being however, a new member, I waited for some of the "old hands," but to my surprise, no one said a word either way. I made up my mind however, that the gentleman should not escape entirely, but that I would give him my private opinion of his actions before he was a day older. Accordingly, after supper I strolled over to the United States Hotel and in a few minutes met the party of whom I was in search and called him to one side, as I did not wish to humiliate him before a lobby full of strangers, neither did I wish the strangers to know that the Order of Railway Conductors had such a member. I opened the interview something as follows: (I was a little "hot" and don't remember exactly.) Well, you rascal we've got you cornered, 'aint we? He smiled and replied: "I see they keep the same stuff in the undeveloped territory that they do in other places," and while I was trying to make out what he meant, he walked away. I have a dim suspicion that he wished to insinuate that I had been drinking, but I don't know yet what he meant by his "undeveloped territory."

Well, matters went on about as usual in the Grand Division until the time for the election of Grand officers approached and we began to consider who we were to elect for Grand Secretary and Treasurer. One thing certain we, (by we, I mean myself and five or six other delegates, who like myself, were new members.) would *not* vote for W. P. Daniels. Being almost entirely unacquainted with the personel of the Grand Division, I began to make inquiry of everyone possible as to who would be the proper person to elect for Grand Secretary. I received the same answer from all, and it was about as follows: "Oh Daniels, if he'll take it," and if I undertook to remonstrate, referring to the report of the committee as adopted, the answer was generally a careless "I guess that'll be all right." Well to cut the story short, there seemed to be an almost universal expression in favor of the man so recently exposed and as I didn't want to be alone, I voted for him myself, but have never confessed it until now.

I was a little surprised when he was first nominated, to hear him decline to be a candidate, and still more surprised to hear several members rise and insist that he withdraw his declination and then to think that that Grand Division after ordering a change in the book-keeping, elected that same W. P. Daniels after he had named a string of conditions to which they must submit as a condition of his candidacy, one of those conditions being, that he would not, under any circumstances, change his method of keeping the accounts. I tell you, Mr. Editor, it was gall and wormwood when the "smoke of the battle" had cleared away; and I was one of 'em, that's the "gall" of it. I felt so sore that I bid not say a word to anyone until the next day after I left Boston on my way home. It happened to be my good fortune to be in the same car with a brother who has been a member of the Grand Division for many years and who has always taken a prominent part in their counsels. To him I ventured to suggest that perhaps the Grand Division had made a mistake in re-electing the Grand Secretary, virtually saying to him by that election that he need not keep *any* books unless he wishes and that he might take our money and do as he chose with it and laugh at us when we asked for an accounting. This brother then informed me that Daniels had explained every point raised by the committee in regard to the accounts to a majority of that committee, that there was a good reason why the journal was not in the hands of the committee, (This reason he repeated to me and I must confess that, *if it was true*, it certainly was a good excuse if not a sufficient reason.) and that the Grand Division, never having made any provision whatever for a bank account, and *not* being an incorporated body, *did not have* a bank account and consequently there was no bank book, but that Daniels was ready to place the cash in the hands of the Executive Committee or anyone designated by them in thirty minutes from the time he was so directed, and that he had so informed the messenger of the Finance Committee who came after the "bank book." This placed a somewhat different light on the matter. I asked the brother why he did not say something in defense of Daniels in the Grand Division if what he told me was true, and he simply said, he didn't think it necessary, that Daniels did not need anyone to talk for him. I replied to the effect that I believed that to be true, for ordinarily Daniels seemed to be able to do enough for himself and some of the rest besides, but that I should have thought he would have at least denied the implied charges in the report and not let them go entirely uncontradicted. In reply to this I was simply advised to keep my eyes and ears open for a few weeks. Now I have done so,

and so far I hardly know what to think of matters. How is it, gentleman of the committee? Were these matters explained before your report was made and if they were, was it not your duty to have included them in your report?

And now comes the Executive Committee with a professional book-keeper and accountant and say that the Grand Secretary and Treasurer *has* kept a *separate* account with each and every division and with each department specified in the report of the Finance Committee. When doctors disagree who shall decide? Gentlemen of the Executive Committee, have you gone into the business, and did you "whitewash" our Honorable Grand Secretary in the latest "congressional style?"

Now Mr. Editor, I sincerely hope no one will take any offense at anything I may in my ignorance have said, as I am an earnest, honest searcher after "further light," and unless I can find out the truth in regard to these matters, so as to explain them to my division, I am afraid I will not (mis-)represent them at Louisville. Members ask me questions, I am compelled to confess my ignorance and they say: "You're a nice man for a delegate, 'aint you!" It hurts my feelings, and I WANT TO KNOW, YOU KNOW.

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MOUNTAIN CITY DIVISION, NO. 122.

ALTOONA, PA., MARCH 30, 1885.

C. S. WHEATON.

SIR AND BROTHER: Our division was organized yesterday; (Sunday, March 29) Brother C. A. Wood being present proceeded to confer the degrees and install the officers elected as follows: Members having degrees 1 and 2 conferred were brothers Abram Renner, D. A. Westley, J. H. Fisher, Alex. Wyant, Geo. Ehrenfeld, H. Heacox, C. S. Sanders, John Beaver, D. W. Bumgardner, Sam'l Grove, Geo. Bressler, W. T. Gardner, W. A. McCurdy and Joseph Given.

The officers were installed as follows: C. C., Jno. R. Reed, formerly Division No. 146; A. C. C., E. McKinney, Division No. 146; S. and T., Wm. T. Gardner, new member; Sr. C., G. S. Mitcel, Division No. 146; Jr. C., H. Heacox, new member; I. S., J. A. List, new member; O. S., J. H. Fisher, new member. At the evening session there were three more taken in and the work was reviewed with brothers John A. Heifner, James Paisley, and Albert Lathero. There seems to have been some trouble concerning the conductors that belonged to the Brotherhood of Conductors some years ago; please let us know who are the old members here that are eligible to become members, especially of Porter Omer and C. McGregor.

Yours in P. F.,

WM. T. GARDNER, S. and T.

Ladies Literature.

FASHION NOTES.

Embroidered woolen lace is to supercede the popular yak lace.

Entire polonaises of lace are now worn over velvet, silk and satin dresses.

The high novelty in cotton goods is *etamine*. It is made with a ground of soft, round-thread cotton, and in general effect is something like scrim.

White, cream shades, ivory, pearl, and putty colors will be in good demand, but cream-white, inclining to yellow, will be far the most popular.

The newest cream white dresses are made of canvas or *etamine* enriched by a great deal of South Kensington embroidery done in movenage colors on the skirt and vest. Three colors of ribbons are tied together in bows for the trimming.

All skirts for the smallest girls are made quite long, reaching to the ankles; those for girls of four or six years are shorter, yet these must fall far below the knees.

Jersey waists of solid color are worn with a gay striped skirt and sash by both girls and boys from four to eight years of age. White flannel suits have a blouse and knit skirt ornamented with blue or red brier stitching, or else with gay colored wool braid.

Leading modistes say black is to be the color of the season, and will be especially fashionable in lace dresses and in beaded tulle bonnets that are made youthful-looking by their piquant shapes and gay decorations of flowers and ribbon bows.

Havana brown is a favorite color in wool velvets for combining with skirts of any of the changeable silks that have brown in them, such as brown with blue, brown with red, or the gold and black glaze silks that give a golden brown effect.

While the general preference is given to repped and watered silks, satins and brocades are by no means abandoned, especially by Worth, who chooses new designs in brocades each season, and delights in the lustre that satin alone can give. The smallest designs in brocades are considered most stylish, and these may be of contrasting colors, or else in a single lighter tint of the color of the ground.

—By rubbing with a damp flannel dipped in the best whiting, the brown discoloration may be taken off cups in which custards have been baked.

—Carpets, after the dust has been beaten out, may be brightened by scattering upon them corn meal mixed with salt, and then sweeping it off; mix salt and meal equal proportions.

—Crape may be renovated by thoroughly brushing all dust from the material' sprinkling with alcohol and rolling in a newspaper, commencing with the paper and crape together, so that the paper may be between every portion of the material. Allow it to remain so until dry.

—A lady sends the following: "A beautiful thought came from my little boy of eight years this evening. We were watching our lovely sunset, and afterwards the stars made their appearance one by one, until there was a myriad of bright, twinkling orbs. He said: 'Mamma, don't you suppose that God has bored lots of holes in the sky so that we can just see how beautiful heaven is on the other side, and don't you guess that is the angels floating by them that makes them look as though they were winking?'"

HAPPY CHILDREN.

They sent him round the circle fair,
To bow before the prettiest there;
I'm bound to say the choice he made
A creditable taste he displayed;
Although, I can't say what he meant,
The little maid looked ill content.

His task was then anew begun,
To kneel before the wittiest one.
Once more the little maid sought he,
And bent him down upon his knee,
She turned her eyes upon the floor;
I think she thought the game a bore.

He circled then, his sweet behest
To kiss the one he loved the best:
For all she frowned, for all she chid,
He kissed that little maid, he did.
And then—though why I can't decide—
The little maid looked satisfied.—*Philadelphia Record.*

THE OLD TIN DIPPER.

Written for the MONTHLY.

We sing of the old things to memory dear,
Fresh'ning old hearts, who still love to hear
Of "the moss-covered bucket that hung in the well;"
 "The old swimmin' hole;"
 "The old turnin' pole;"
And things that I have not the time here to tell,
But no one, it seems, has a kind word to sing
Of the old-fashioned dipper that hung in the spring.

The old-fashioned dipper with handle and crook,
That hung near the spring in a small, shady nook;
'Twas polished like silver; O, how it did shine!
 Soft soap and brick dust
 Banished all signs of rust;
Not even was left the small brown water line.
Your cut glass and silver away I would fling
For a drink from the dipper that hung in the spring.

As in fancy I stoop with that old tin cup,
I hear the cool water come bubbling right up
'Thro' the moss-covered rocks; I see the bright stream
 Just where it runs off
 The old wooden trough
Into the milk-house, where it helped raise the cream;
I have helped raise it too—it was fit for a king—
When dipped with the dipper that hung in the spring.

'Twas a mirror I sought most in my younger days;
What a bright happy face reflected my gaze
In the dipper, as filled with the pure sparkling stuff,
 I drank until o'er
 My soul seemed to pour
Tides of happiness sweet, and I ne'er got enough.
O, that a glance in the past would yet bring
The face in the dipper that hung in the spring.

B. E. C.

Fraternal.

EDITOR *Easton Argus*.

DEAR SIR: Do you think the readers of your columns can spare me some of your valuable space? Though my correspondence may appear as dry as an Egyptian mummy, you will, however, find a few who are looking for a report, at least the railway conductors who were in Jersey City on March 8, a day long to be remembered in the circles of the Order. To give you some inside view of the Order you must be patient and I must go to a lengthy detail. The interest taken can be judged by yourself. A very large conductor from the coal regions, who had never been to Jersey City, in order not to miss the meeting, took the Lehigh Valley No. 9 for Jersey City on Saturday night, and on his arrival in Jersey City did not know where to go, so he got a street car and before you could say Jack Robinson he was fast asleep in one corner of the car, and when the car stopped at the other end of the road the street car conductor awakened him. The fare was paid and the car proceeded on its return trip. These trips, sleep and snores were repeated till morning, the big man giving instructions to be called every time fare was wanted, and now says he had a good night's rest and only cost him 35 cents. That is one way not to miss a meeting the next day when you are alone and in a strange city.

Though a "Hart sell" may get on a ferry boat for New York, when he should remain on this side of the river and say every man is a "Ly(e)man" who says so.

The trip to and from Jersey City was a pleasant one, and the train's smiling ticket puncher was the well known "curly headed" Harry Riddle, of Easton. When train No. 17 arrived at the Easton depot a special car was attached, in which sixty-three members were accommodated. The kindness of General Superintendent H. S. Goodwin for this favor toward the conductors will never be forgotten.

In order to give location, etc., I will give you a full list: The special session was called to order by Grand Chief C. S. Wheaton, from Cedar Rapids, Iowa, assisted by G. C. C., F. Rosencrans, from Division No. 52, Port Jarvis; A. G. C., J. D. Moriarity, from Division No. 157, Boston, Mass.; G. S. and T., S. Phipps, from Division No. 37, Phillipsburg, N. J., assisted by J. D. Johnson, No. 147, Easton, and W. T. Rundio, from No. 168, Hoboken; G. S. C., A. Holdridge, No. 54, New York City; G. J. C., T. W. Richards, No. 147, Easton; G. I. S., C. Weisz, No. 104, Middletown, N. Y.;

G. O. S., W. J. Murphy, No. 147, and P. G. C. C., E. H. Blakslee, No. 153, Mauch Chunk.

The divisions were represented by the following number of members from each division: Division No. 9, Elmira, N. Y., two members; Division No. 37, Phillipsburg, N. J., eleven members; Division No. 54, New York City, fifteen members; Division No. 104, Middletown, N. Y., one member; Division No. 123, Philadelphia, Pa., three members; Division No. 147, Easton Pa., twenty-four members; Division No. 153, Mauch Chunk, Pa., fifteen members; Division No. 151, Providence, R. I., one member; Division No. 157, Boston, Mass., two members; Division No. 160, Wilkes Barre, Pa., four members; Division No. 162, Philadelphia, Pa., nine members; Division No. 168, Hoboken, N. J., twenty-four members; Division No. 52, Port Jervis, N. Y., one member; Division No. 143, Harrisburg, Pa., one member. Total, 103 members.

The new division, "Neptune, No. 169," was organized with thirty-nine members, with the following officers: C. C., R. McDonald; A. C. C., S. Johnson; S. and T., W. N. Lawrence; S. C., S. Head; J. C., L. H. Campbell; I. S., J. R. Day; O. S., R. Trout.

The meeting was held in Roache's hall, on Grove street, Jersey City, where a splendid dinner was served by the new division, and the way everything disappeared that was brought on the table, was a sight not often to be seen, which goes to show that everything was appreciated. Everything passed off in the best of order, and the impressive ceremony by the grand chief will not be forgotten while life lasts. I will not weary you any longer, but may the bond of union thus formed by the Order of Railway Conductors never be forgotten.

Fraternally yours,

J. D. J.

MR. EDITOR:

When you were a "kid" did you ever run a stick into a bee hive, then quickly retreat to a safe distance and watch the result? If you have, you undoubtedly know that considerable commotion resulted. Well, you, sir, have ran a stick into our hive and you have probably learned that it has produced some commotion among its "workers" as well as among the "drones."

Blacklisting! That's the stick, and its hurt some of us. I say, sir, that blacklisting is wrong from beginning to end and I am surprised and grieved that you should find a word to say in its favor. Now, I admit that you say you do not defend the system, but can't you see that you have done us a

mortal injury by admitting that something *can* be said in its defense by those who *do* defend it ?

In the first place I want you to understand that I am not a member of the Brotherhood; I would not belong to an organization that expels its members for having a little fun once in a while when they are not on duty, as I know the brotherhood does. It is true that I sent my application in a while ago and 'twas rejected, but I wouldn't join now if I was asked to.

Now I am going to give you an incident that happened to me: A few years ago I was running a train on the S. T. L. & D. R'y; I was sober and industrious never drank to *excess*, or at least very seldom, and after I run a freight train about a year, I was promoted to a passenger train. You, Mr. Editor, and all railway men, will admit that a passenger conductor must dress well and always present a neat appearance both on and off duty; the companies expect it and will not keep a conductor who does not do so. A man must also have *some* amusement when he is off the road; he can not sit quietly still or sleep all the time he is not on the road, and I played a game of cards or billards occasionally evenings, not for money but for just stake enough to make the game interesting, nickle ante or something like that, and I took a drink when I felt like it. The company only paid passenger conductors \$90 a month, and I soon found that it was not enough to keep up the appearance they expected of us. Of course I expect the fanatics will say that I spent my money for whisky and cards, but it is not so, the trifle thus used did not amount to anything. Now, sir, I consider that it is only just and right for the company to stand the extra expense that they require of their passenger conductors, so I used enough to pay my expenses while out on the road. I know that there are fanatics who call that stealing, but it is not; it was only taking what justly belonged to me and what would otherwise have been stolen by the officers, who grind their employees down to give themselves a better chance.

There was at that time five other passenger conductors besides myself on the road, but they were most of them, and in fact all of them, these mean, penurious sort of fellows who never spend a cent and never go out with the boys, and I didn't have much to do with them. Four of them were married men and when they got in with their trains, they would sneak off home and you would never see them again until it came time for them to go out. The other fellow was one of those Y. M. C. A. sort of fellows and was always hanging around their room reading tracts.

When I had been running passenger about five months I got acquainted

with a young fellow who said he was establishing agencies for some sewing machine company; he was a very nice sort of a man and we became pretty intimate and I used to tell him considerable about my business and how I got along, and often when he was in S——, where our "lay-over" was, I would invite him to share my room. Well, I had been pretty thick with him for about three weeks, when one night as we were sitting in my room, over a bottle of "Verzenay" and some cigars, he astounded me by telling me that he was a "detective" in the employ of the S. T., L. & D. R'y and that I had got to "whack up" or lose my job. Well, I was hard up and could not afford to lose my situation so I thought I had better try and compromise with him, and I asked him how much he wanted to let me alone. He replied that my job was worth a good \$500, but he would not be hard on me and would let me off for \$250. This was rather discouraging for I didn't have \$25 to my name; I told him my situation and he said that he was going to stay on the road two or three weeks yet and was going to "fix" some of the "goody" chaps that were tied to their wives' apron strings, before he left, and after considerable argument he agreed to take \$100, which I was to pay him in two weeks. It was pretty hard to give up a clean hundred this way, but it was some satisfaction to know that I would get even with some of the fellows who was too "good" to associate with me.

In about a month four of the men were discharged, the Y. M. C. A. fellow and three of the married men, and two of the married men owned nice houses that they lived in and it was learned that the single fellow had pretty near \$2,000 in the bank. This of course showed who had been doing the *stealing*, for of course no man could save enough out of his salary to buy a house or have a bank account like that and pay his necessary expenses, even if he had been on the road twelve or fifteen years, as these men had.

Now the company had caused me to lose \$100 by suspecting me and employing a detective, so of course it was no more than right that they should pay it, was it? I think so, and they *did* pay it, but one stingy whelp went to the office two or three months after and claimed he paid his fare to me and it was not on my reports, and as he happened to be a director of course he was believed in preference to me and I was discharged.

Now I haven't time to finish my story just now, but will write you again as soon as I can, but do you not think that everyone will agree with me that it was wrong to publish us five men as thieves? Yes sir, and all honest men will say, when they fully understand the matter, down with the "black-list."

G. W. WINKELREID.

GALESBURG, Ill., April 7, 1885.

On Easter Sabbath being in Cedar Rapids on business, in company with brothers Ed. Coman of Kaw Valley Division No. 55, and the valiant brother Millard of Elmira Division No. 9, who by the way has petitioned the patent office for a patent hinge for the front door of barns, houses, etc., claiming that it secures safety which no other patent does, or can cover, and he feels confident that it will in time secure for him a competency, and be doing a generous and charitable act to the public at the same time, (And by the way brother Coman is acting as his agent.) not in a monetary sense but in kindness to dear brother Millard and the love he holds for the brethren. We were kindly invited to visit the rooms of the CONDUCTOR'S MONTHLY, and were shown by your worthy Grand Chief Conductor, a portion of the details of laborious work which devolves upon him, on the Grand Secretary and Treasurer, and their worthy assistant. And right here pardon a few words to the wise from the pen of the foolish in regard to this matter. There are a few in the Order who have gained, or rather perhaps imagined the impression that these two worthies are enjoying pleasant offices at a good salary in a beautiful city of the west with little or nothing to do. Brothers, to all who have, or indulge in any such thoughts, I will take the liberty to ask you to visit the rooms of the headquarters, stay there and pay strict attention to the work accomplished for one week, make a report thereof, and then ask the privilege of these gentlemen of leisure to "put yourselves in their places" for one week longer; at the end of the two weeks take a trip of four or five thousand miles, riding days and working nights in the best interests of the Order, then kindly report, not to the Grand Division not to the men on every street corner, but to yourself individually the result of one month's experience. How true, my brothers, that in our everyday life and its works we sit down and make out a detailed statements of our runs and our business transactions during each day. We even tell it to our friends and often to our enemies, but alas, we forget to report and also review the work and more especially its results, to the one it should mostly concern, namely: ourself. And on looking over the pages of the registered names of those insured I counted one division seventy, one sixty, one forty, one thirty, one fifteen, one ten, one five, one two, one one, and one —, My brother a blank in that which pertains to the best and dearest ties of every true and good man's life; a blank for the wife and children, who, if the hand of disease should lay you low or accident take you from their sight forever, not one solitary penny provided for in life, that they are left in a

cold and cheerless world might have to buy the luxuries, no, no, but the necessities of life. Nothing left, oh yes, a little it is true, hunger, want, misery and finally death, because you were too thoughtless and too negligent to send \$2.50 to brother Daniels when you were able to do so. Because your division was too unmindful to send the same amount out of its treasury for one who is not able to do it himself. And in all kindness of heart my brothers, if I belonged to a division that had a blank on its directory in the insurance record of the grand offices, I would dig a hole, a good sized one too, crawl in and pull the hole in after me, and while life lasted say in a soft tone of voice, "Amen." And in another ledger were kept the accounts of the RAILWAY CONDUCTORS' MONTHLY, a magazine in which, whether you want it to be so or not, the fact still remains the same, every brother is a stockholder, and if every brother would subscribe, would pay him 50 per cent. on his investment, but too dilatory to invest \$1.25, the price of a pony keg of beer, in order to be a stockholder in a matter which furnishes to his wife, sweetheart, good girl and himself double the amount of good reading which it costs; and in this book I found opposite the name and number of a few divisions, what do you suppose? The word which to me seems to convey the nearest definition to a blank there is in the English language, namely: nothing. To these divisions in all brotherly feeling to every member, and I believe I have as much of it as the majority of brothers whose bodies are heavier than their brains, let me say just one word and please do not get mad, for no one gets mad or displeased at a little lie, its a little truth that hurts. You carelessly let this thing go on day after day, month after month, you think but little of it and really it does not look so very bad to you, but just try an experiment; You can buy two ledgers for \$2.50 each, \$5.00 only, give them to your secretary, at every meeting let the chief announce: Brother Secretary examine the Insurance ledger and report! the secretary does so and replies nothing; also the number of subscribers to the MONTHLY in ledger No. 2: Nothing, sir. And I fear when the secretary in the other world calls the number of that division and asks for the delegate, the stenographer will have a mark that resembles simply a blank. And now my good brothers in all sincerity just give this a few moments thought and sober reflection and if you get real mad and think this was written in a revengeful spirit or is not true, I beg of you get a little madder yet, enough so as to send \$2.50 to brother Daniels to apply on insurance, and \$1.25 for MONTHLY, and I will take back all I have written and say it is untrue, or the "chiel amang you" was mistaken.

Yours, E. H. BELKNAP.

BATH, March 31, 1885.

BROTHER C. S. WHEATON, G. C. C.

At the sound of the gavel in the hands of Chief Conductor Savage, Collins Division No. 5 was called to order and opened in due form as usual, and to the careful observer it was evident at the outset that trouble was ahead for some poor erring brother, and while the firmament of the division gathered blackness and the face of the chief conductor indicated the storm about to burst upon us, the brothers began with one accord to cast about for the cause of this exhibition of wrath, and ask themselves the question, is it I? But we were not left long in doubt as to who the offender might be, for with fire in his eye and a solemnity awful to contemplate the chief conductor poured out the vials of his wrath on the devoted head of the MONTHLY correspondent, and while the scribe denied having offended in word or deed it was claimed that the crime was not of commission but of omission, omitting to fulfill the duties of the office to which he had been appointed, that months had come and gone bringing with them the beloved MONTHLY which was eagerly scanned hoping that each succeeding number, unlike the last, would satisfy the soul's desire, but though there were various articles written from all parts of the country, from Dan to Beersheba, yet No. 5 was silent and the conviction had settled down upon him that the correspondent failed to correspond, and now outraged patience ceasing to be a virtue, summary measures must be taken, and the brothers all assented as one man, making the condemnation unanimous, which would have been the unkindest cut of all, were it not explained by the fact that they dared not provoke the chief to anger by opposing him, knowing they must "never question when *he* speaks, but listen and obey." So with this apology for trespassing, I grasp my quill and proceed to *ex-tinguish* myself as a writer for the MONTHLY.

Collins Division No. 5 is almost entirely made up of men of the Baltimore division of the N. C. and B. & P. R. R., and right royal boys are they. With the good of the Order at heart they are untiring in their endeavors to build up the division and make it "as a city that is set on an hill which cannot be hid," the pride of our Order and an honor to our city. We have had in our history times of trouble, strife and jealousies have crept in among us, marring our peace and making discord for the time, but the sublime principles of our Order, "Brotherly Love and Perpetual Friendship," have prevailed in every case, and notwithstanding the prophecies (inspired by hope) of *sheep* in wolf's clothing, enemies of all that is noble and true, we are to-

day stronger and healthier as a division, than ever before and doing a work which in the near future will tell for the good of the O. R. C. in Baltimore. Our meetings are interesting and number increasing and we feel we are better men, better railroad men, better citizens, better husbands and fathers than before we were initiated into the mysteries of the Order, that there is a subtle influence growing out of its sublime principles by which youth is renewed, manhood strengthened and old age comforted, and we look forward with confidence to the time when railway managers all over the country, seeing the strict attention to business of its members, their sobriety and fidelity to the interests of the companies employing them, will find it to their advantage and the best interests of the companies they represent, to encourage every conductor to cast his lot with the O. R. C., then will harmony reign and peace flow like a river, "the lion and the lamb lie down together and a little child shall lead them." Yours in P. F., MAN I. FEST.

ALBANY, N. Y., April 8, 1885.

BROTHER WHEATON.

The following report is respectfully submitted: In compliance with the authority granted through a dispensation under seal of your office for the organization of a new division of the Order at Troy, N. Y., your deputy proceeded to the above mentioned city on the evening of April 7, 1885. He was met at the depot by brothers J. W. Slack, T. G. Ross. and others, and together the party proceeded to Temple of Honor Hall, where at 8 P. M. the assembly was called to order and the purpose of the meeting was briefly stated by the deputy, and his letter of authority was read by the temporary secretary, brother C. G. Thayer. The several stations were filled as follows: A. C. C., brother J. W. Slack; S. C., T. G. Ross; J. C., C. B. Barrows; I. S., John A. Robinson; O. S., Chas. Dan. The ceremonies of organization was then proceeded with in conformity with the instructions laid down in the ritual of the Order.

The following petitioners for charter were accepted by your deputy: Messrs. C. H. Rowe, John Roach, F. S. Stevens, C. S. Clark, R. F. Mix, Chas. A. Beach. S. F. Shaffstall, H. P. Mason, J. W. Allen, W. J. Van Wormer, Geo. Vincent, Geo. Corbin, Hugh Brennan, L. Thornton, W. H. Ackhurst and John Donnelly, and by withdrawal card as follows: Brothers J. W. Slack, T. G. Ross, C. G. Thayer and John Robinson. Of the petitioners the following were present and received the degrees, two in regular form and the others by communication.

The officers were elected by ballot and installed in office in regular form as follows, brother C. R. Weed of Division No. 56, acting as marshal: C. C., J. W. Slack; A. C. C., Thos. G. Ross; S. and T., C. G. Thayer; S. C., C. H. Rowe; J. C., John Donnelly; I. S., John A. Robinson; O. S., S. F. Shaffstall.

It was decided that the new division should be known as Troy Division No. 171, and until further notice shall meet on the first and third Tuesday evenings of each month in Temple of Honor Hall. Although the new division starts off with a not large membership, it is composed of most excellent quality, and we are well satisfied it will be a credit to the Order of Railway Conductors and will take front rank among the many divisions of the same. Your deputy wishes through this report to return thanks to brothers C. R. Weed and C. B. Barrows of Division No. 56, for assistance rendered. Yours truly and in P. F., HERMAN FONDA, Deputy.

A MISFIT COFFIN.—“Yes,” he answered, as he seemed to huddle himself up in a heap, “I’ve been there. That is, I’ve jumped from a railroad train running at a speed of forty-eight miles an hour, and I can’t say as I want to repeat the experiment.” “Where and when?” “About thirty miles east of Chicago on the Michigan Central, three years ago.” “What was the occasion?” “I was half drunk and did it on a bet of \$5. The bet was that I daren’t walk out on the platform and take the jump without picking my ground. As it happened the ground was pretty clear, but a million dollars wouldn’t hire me to do it again.” “How did you come out?” “Well, it’s hard to describe the sensation. As I sprung from the step I seemed to fly. I sailed along in the air until my wings grew tired, and then I dropped down to see the country. I’ve got a good pair of eyes, but I didn’t see much. I was too busy turning cartwheels and handsprings and somersaults, sometimes I beat the professionals all hollow, and again I made a muss of it. It was my intention to skip all the mud puddles and avoid all the stumps, but you can’t always have your own way in this world. By and by I rested my case. That is, I brought up in a fence corner, and waited for a first class hospital to come along.” “Much hurt?” Might have been worse. Broke an arm, two ribs, and had over a hundred cuts and bruises, and it was seven weeks before I could walk a rod.” “But you won the \$5?” “Y-e-s; but there is where I always grow sad. The stakeholder sent it back to me from the first town in the shape of a pine coffin, and it didn’t fit my length into seven inches. I had to sell the confounded thing for a misfit at half price!”—*Detroit Free Press.*

RAILWAY CONDUCTORS.

EDITOR MONTHLY.

Yesterday afternoon there was held, under the auspices of Buffalo Division No. 2. Order of Railway Conductors, at its hall, No. 198 Seneca street, a union meeting which was attended by about seventy members of the Order. There were present as visiting members, Grand Chief Conductor Calvin S. Wheaton, of Cedar Rapids, Ia.; H. Hurty, Elmira, of the Grand Executive Committee; W. H. Ingram, St. Thomas, of the Grand Insurance Committee; J. C. Breene, J. O. Spellman, O. Sackett, J. D. Shults, R. E. Maleady, D. E. Phillips, and M. W. Chadwick, of Rochester; C. C., C. A. Burr, J. K. Pattison and C. A. Wood of Elmira Division No. 9; M. S. Hoadley of Waverly, N. Y.; W. A. Hurd of Scranton, Pa.; G. B. Carmer of Callingwood; O.; W. H. Frisbie, F. S. Jones, E. B. Hunt, Meadville, Pa.; C. C. Robert Bycraft of Ashtabula, O.; George Wortman, C. C. J. E. Brazee and C. E. Weisz, Middletown, N. Y.; M. J. Morman, Bellvue, O.; E. Phillips, John Donlin, Conneaut, O.; James Edwards, Oil City, Pa.; J. L. Rice, Erie, Pa.

The meeting was held for the exemplification of the work of the Order by Grand Chief Conductor Wheaton. These meetings are held once or twice each year and are very beneficial. Questions concerning local lodge work arise and at these sessions they are answered and general instructions are given.

The Order publishes the RAILWAY CONDUCTORS' MONTHLY, by which general information concerning points of law, the relation of the conductor to the company and the traveler, and news of interest, is widely circulated among the members.

The Buffalo Conductors and visiting brethren took supper at the Bensler House, and afterwards adjourned to the Division room, where the evening was passed in renewing old friendships, smoking cigars and drinking good lemonade.

To-day Mr. Wheaton goes to Elmira to visit Elmira Division. Speaking of Buffalo Division, he said it was one of the best in the Order, and is especially well up in its work. It is the oldest division in the state and has nearly 100 members.—*Buffalo Express*.

—It is thought that Mr. W. R. Woodard, who has resigned the receivership of the Texas & St. Louis railway, will accept the general superintendency of the Louisville, New Albany & Chicago.

Yard Masters' Department.

ST. PAUL, Minn., April 8, 1885.

C. S. Wheaton, Esq., Editor RAILWAY CONDUCTORS' MONTHLY, Cedar Rapids, Iowa.

DEAR SIR: The Itaska Division No. 21, of Y. M. M. B. A., held their annual meeting on the evening of April 4, at which the following officers were elected to serve the coming year: President, John Buckley; vice-president, John O'Brien; secretary, Geo. L. Phippen; treasurer, A. W. Bell; trustees: John Buckley, Peter Finnegan and Maurice Regan; delegate to the Grand convention, Fergus Flannagan. Itaska Division has been very successful the past year as is shown by the following figures taken from the Noble Worthy Secretary A. W. Bell's annual report: An increase in membership of from 12 to 28 and \$356.75 in the treasury, against an empty "till" at the commencement of the fiscal year. This state of affairs is attributable to an opportune visit of the Grand Secretary and Treasurer last fall, and the earnest manner in which every member of the division has worked to attain the best results. We flatter ourselves that with our limited opportunities we are not the *least* of the many excellent divisions of this most commendable Order. We extend the right hand of fellowship to the members of the Order throughout the length and breadth of the land. "Long may we wave."

Yours truly, G. L. PHIPPEN, Sec. Div. 21.

CHICAGO, Ill., April 8, 1885.

EDITOR MONTHLY.

I have read with a great deal of pleasure the history of the yardmasters' association in the April number of the MONTHLY and have also noticed the antagonism displayed by some parties to your association on account of your laws. Now permit me to say as an observer of matters in general that you are to be congratulated, for your manly stand in this matter, as explained to me, seems to be just as it should be. That on account of the migratory character of employes in your department you apply certain remedies. Now to question your *right* to do this is simply absurd. You might with equal propriety question any man's right to tell truth at any time if he tells the truth in this particular, and to assert that yard masters are not as honest and capable as any other class of men, is certainly an insult to them. It is not the railroad men themselves that keep their associates down, and to say that is false in the highest degree, and anyone who argues that such is the case simply shows his ignorance of the topic and particularly the personnel of the men that they are discussing. Our experience as train

master, superintendent and general passenger agent, confirms us in the belief that no class of men in the world will go further to shield their associates than railroad men, and it is almost impossible for officers to get at any misdemeanors (unless they occur under their immediate eye) for the simple reason that you can find no one who will disclose the matter. Now it is useless to argue that under the most rigid laws of any association, much harm would be done to any man by the informing of those interested of facts, for in ninety cases out of one hundred the employe would be let slip along for good fellowship sake and only the most aggravated cases would come to our notice, and any man or class of men who are trying to relieve themselves of entangling alliances are to be assisted rather than condemned. We have a case in mind now that come under our personal observation: A freight conductor and as genial a man as we have ever seen, but he would get drunk. He was suspended, warned and discharged for his offense, and on his promise to reform was reinstated, in a week was drunk again, was again warned, again fell, and when discharged was taken into the superintendents office and told that he would be blacklisted on all roads within reach for drunkenness, *and it was done*. He applied for work in one or two places and was informed that there was none for him, and at last he was made to understand just where he stood, and from that day to this liquor has not passed his lips. He is now a respected passenger conductor on one of our trunk lines and a useful member of society, and he will tell you what he thinks of blacklists from personal experience.

Permit me to close by saying that the blacklist, railroad rules, laws of our states and country, are all bad things when in the hands of unscrupulous men, but they are essential to our protection as citizens and employes, and we believe men as officials in railway life as honest in purpose as men in another position in the same service, and we find that they are the exceptions who desire to keep men down or injure them when they manifest half a disposition to do right and help themselves, and it is truly lamentable to see the ignorance displayed by those who have never been in the service when discussing these questions. They would have you believe that all officers are worse than heathens and the worst elements on our railways are the idols we should worship, for as a rule it is that same element that have created the howl against that which has been in use for nearly twenty years to my knowledge, and will be just as long as railways run, and in my humble opinion those who are creating such a hue and cry over it now are doing more to injure the very class they pretend to be in love with than any other thing they could do, and we say to the Y. M. M. B. A., stand where you have put your foot down! Do not allow yourselves to be driven from your position by any class of men or their so-called champions. G. P. A.

Railroad Rumbblings.

—Mr. James C. Clarke, president of the Illinois Central, while on a recent trip south was waited on by a delegation of engineers on his road who called his attention to the large increase of wages given by the Gould lines, and wished to know if he proposed to do likewise. Mr. Clarke said no; one-half of his road was compelled to operate six months of the year at a loss, and as that period was just approaching he would gladly shut down and not turn a wheel till fall if they wanted it that way.

—RAILROAD BALLAST OF SALT.—There is a vast bed of rock salt in the Colorado desert, near Idaho, and the Southern Pacific railroad in laying the track to the salt mine, has been obliged to grade the road for 1,200 feet with blocks of beautiful lumps of salt crystals. This is the first instance of a railroad road-bed being laid and ballasted with salt, of which we have any knowledge. The sea that once rolled over this place dried up and left a vast bed of salt about fifty miles in length. The quality is superb and supply inexhaustible. Grasshoppers of enormous size and giant centipedes have been pickled, and are to-day after the lapse of centuries, in full size and perfection of shape.

—A novel idea has been adopted in building a new railway station at West Medford, Mass. Its walls are composed of rough stone, with trimmings of Freestone. Every child has been invited to contribute stone for the work, and a good natured rivalry has arisen among the young people of the village in bringing singular and beautiful specimens. At one point a brilliant bit of malachite makes a spot of beautiful color on the wall; crystals of quartz, tourmaline, and even of rare minerals abound; while the different sides of the building vie with other in the richness and beauty of their stones. Several singular naturally eccentric shapes of stone are included, as well as fragments of rock from famous localities; and while much of the material is effective rather upon close examination than at a distance, the general result is not novel alone, but exceedingly good.—*American Railroad Journal*.

—Out on the Sackett's Harbor branch of the Black River road, the residents conceived an idea, and proceeded to put it into practice. When the train for Watertown reached a point near Warren's half-way house, Engineer Teller discovered the figure of a man on the track a short distance ahead.

He tooted the warning so vigorously that the index on the steam gauge went down on the left hand row of figures on a run. The figure still remained steadfast, and Mr. Teller, seeing that the train must be stopped, called for brakes in no uncertain tones. Contractor Perry blistered his hands on the rear platform brake, while the brakeman broke his back over the brake-wheel on the front platform. Engineer Teller aided their efforts by reversing the locomotive, which had now arrived so close to the expected victim that a maudlin countenance and battered plug hat were plainly visible. The train was stopped about ten feet from the man, and Mr. Teller went forward with fire in his eye to take the drunken vagabond from the rails. He barely touched the figure when the peculiar feeling of straw gave the sell away, and when he returned to his engine he drove it over the uncomplaining scare-crow in such a manner as to make hash of its raiment.—*Water-town (N. Y.) Times*.

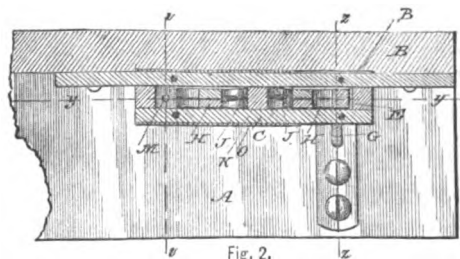
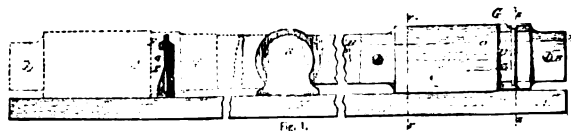
—Mr. H. G. Burt, superintendent of the Iowa Division of the Chicago & Northwestern railway, has issued the following notice, which he orders posted in all engines and caboose cars: To conductors, brakemen and engineers: Referring again to the all-important matter of properly protecting trains which from any cause are detained on main track outside of station limits. There are three things of vital moment in every such case; they are as follows: First. Flagmen must be sent out immediately in both directions. Second. They must be sure to go fully prepared and go far enough. Third. They must use every signal necessary to make a sure thing, if possible, of being seen or heard, or both, by engineer of approaching train. In regard to the first requirement: In stormy weather, unless the rear brakeman is an experienced and trustworthy man, the conductor should send the rear brakeman ahead with word to head brakeman and engineer to protect head end of train, and go back himself with signals in rear. In such cases the engineer will be held responsible for flagman being sent out ahead properly equipped. As to the second: When men go out to flag, they should go out as quickly as possible and be sure to go far enough. In stormy weather, or on crooked track, or heavy grades, if possible, put at least the distance of twenty telegraph poles between yourself and your train. If you cannot count the poles, count at least one thousand good long, running strides before you stop. Be sure to get far enough back. Relating to the third requirement: When you get far enough back, use all the signals to the best advantage. Lose no time in placing torpedoes on rail; do not wait until called in. Employ every means at your command to make signals seen and

heard by engineer of approaching train. Think quickly, execute promptly and faithfully, and always keep your signals ready for immediate use.

PETTENGILL'S LOCK FOR RAILWAY SWITCHES.

We present herewith a description and illustration of an improved switch lock invented by P. L. Pettengill, Elmira, N. Y.

Fig. 1 is a side view of the lever of a railway switch provided with the improved lock, showing the lever in full lines in one position and dotted lines in its other position; Fig. 2 is a horizontal section on line x x, in Figs.

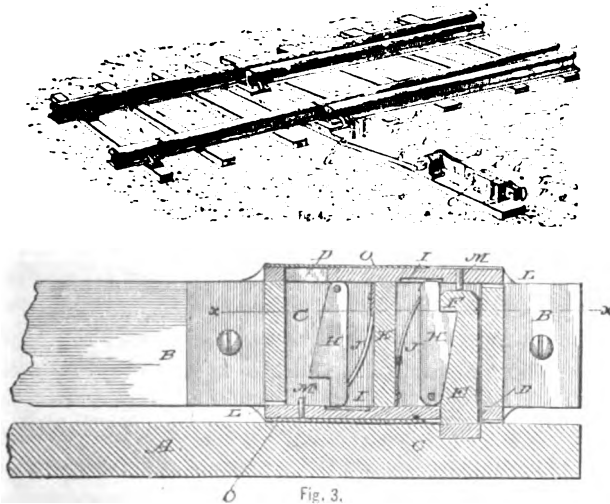


PETTENGILL'S LOCK FOR RAILWAY SWITCHES.

1 and 3; Fig. 3 is a vertical section on y y, in Fig. 2 and Fig. 4 is a perspective view of a railway switch in which the lever is provided with the improved lock. The reference-lettering is similar throughout the four cuts.

A indicates the base upon which the lever is pivoted in a bearing, R; and B is the switch-lever which is adapted to be swung to either side, resting with its edges upon the base, and which may be provided with a handle P. Upon one side of the lever, near its outer end, is secured a casing C, having two slots D D, in the upper and lower side piece of the casing—one near the outer end of the same, and the other near the inner end—adapted to receive and admit into the casing two lugs E E, secured upon the base, one upon each side of the fulcrum of the lever. These lugs are upright and provided at their upper ends with inwardly-projecting hooks or shoulders F, and two upright guide-lugs G G, are secured upon the base by the sides of the shouldered lugs, adapted to bear against the outer side of the casing when the shouldered lugs or catches E are inserted into the casing. Two shouldered pairs of bolts H H, are pivoted at their ends in the casing, immediately inside the inner ends of the slots, having their free ends sliding in guide.

grooves I, in the upper and lower side pieces of the casing, and are adapted to catch under the shoulders of the lugs or catches, and two pairs of springs J J, bear with their free ends against the inner sides of the free ends of the bolts, forcing them forward, having their inner ends secured to the ends of a cross-piece K, in the middle of the lock-casing. The ends of the lock-casing have two transverse slots L L, entering the casing at the free ends of the shouldered bolts, and two pins M M, passing through the upper and lower side pieces of the casing, divide the entrance of these slots. The key has a bifurcated end, the ends entering one upon each side of the dividing-pin in the slots or key-holes, and by pressing the key into the key-hole the bifurcated ends of the same will force the free ends of the pair of pivoted bolts back, releasing the shouldered catch, allowing the lever to be turned. When swung over to the other side of the fulcrum, the lug E upon that side will enter the slot upon the other side of the casing, the guide-lug G guiding the lever, holding the lever in that position until the lock is unlocked by introducing the key into the other key-hole. A casing O, open at its ends, slides upon the lock-casing, the lever being cut slightly away, as shown at B, to accommodate the same, and is as much shorter than the lock-casing as the distance from the end of the lock-casing to the inner end of the catch-receiving slot D; and it will be seen that when the lock-casing is placed upon the catch the sliding-casing will cover the other catch-receiving slot, preventing dirt or ice or snow from entering into the casing. It will also



PETTINGILL'S LOCK FOR RAILWAY SWITCHES.

be seen that by having the pivoted bolts in pairs and dividing the entrance-

slots or key-holes by means of the dividing-pins, the bolts can only be operated by a bifurcated key of the exact proportions, rendering it impossible for persons not concerned to tamper with the lock and switch.

For practical use on railways the double lock can be dispensed with, and only the half used to lock the lever in position for the main line, leaving the other half of the lock-casing vacant, to shut down over a projection when turned for the side-track, and to be fastened with hook or pin as is customary in place of locking: but when the lever is turned for the main line it will, being automatic in its action, become locked when the lever is placed in its proper position. In leaving out one-half of the lock the sliding cover becomes entirely unnecessary, as there would be no opening for ice or snow to enter. The single lock can be used on all doors that open and close with sliding or roller movement, such as car doors, etc., becoming, when in practical use, a cheap and effective lock.



—At the annual distribution of prizes to the Apprentices' school of the Brooks Locomotive Works, which took place in Dunkirk, N. Y., on the evening of April 1, Mr. M. L. Hinman awarded the prizes upon the reports of the instructors, as follows: To Wm. H. Stickney, for proficiency in drafting, a position for one year in the drafting room of the shop; to Charles H. Brown, the first prize for regularity of attendance, proficiency in studies and rapid progress, \$100; to William Foss, second prize, \$75; William L. Gunther, third prize, \$50; Thomas Meakim, fourth prize, \$25; John Hefferman, fifth prize, \$15; George A. Woodman, sixth prize, \$10. Mr. Himan made a brief speech on presenting the prizes, stating that the success of the school was such as to warrant its continuance, and then continued as follows: "I think no prize has influenced you to your attendance at school, but simply a desire to become better men, capable of filling better positions. We often receive communications, asking if we know of men competent to fill important positions, such as foremen, master mechanics, etc., and it is hoped that this school will be the means of qualifying you to become competent to fill such position." These words clearly express the purpose of the school. The modern improvements in machinery have in large part done away with the old time machinist, able to do any kind of mechanical work. Some men run planers, others drills, and so on, and can do little else. The men who can do all the various kinds of work necessary in putting together a locomotive, or who understand the various steps to be taken, are few. The proprietors of the Brooks Locomotive Works endeavor to give their apprentices a good general training as machinists, such as will fit them to fill the places now occupied by the old time artisans, who will soon drop away. Recognizing the fact that success can only be gained when the trained brain comes to the aid of the skilled hand, they have established this school.—*Railroad Gazette*.

Legal Department.

Reported Expressly for the MONTHLY.

XI.

Negligent Construction—Frogs—Out of Repair—Personal Injury—Engineers.—This is an action to recover for a personal injury resulting from the negligently constructed frogs of the defendant's crossing. The facts are as follows: The I., B. & W. R'y Company owns and operates a railway in the city of Indianapolis, which crosses the White River and the Wabash tracks at an angle of 45° ; that these lines with their respective side tracks form a network of railway leading to Kingan's packing house; that the plaintiff while in the line of his duty moving his engine at the rate of three miles per hour southward, hauling several cars, was struck by a rear car attached to a Wabash train and engine which were being driven backward by said company's employes and engine at the rate of six miles per hour (an unlawful rate within the corporate limits) upon a parallel side track of the White River railway in a northerly direction, which train, as is alleged left the track when it struck the frog of the I., B. & W. crossing and dashed across the network of lines and came in collision with the engine upon which the plaintiff was employed and caused him permanent and physical injury from which it is alleged he will never recover. It is further alleged that the injury is a direct result from the negligently constructed, worn out and dangerous condition of said crossing; that the I., B. & W. and White River railways had knowledge of said dangerous condition.

Trial was had, and the complaint as to the Wabash railway, whose train collided with that of the I., B. & W. engine operated by the injured engineer was dismissed, and evidence and pleading in reference to the other lines was heard. The evidence tended to prove negligence upon the part of these lines in the construction and maintainance of the particular crossing; that the dangerous condition of said crossing was known to the defendants; that by reason of said dangerous and worn out crossing the Wabash train left the rails and ran across a network of tracks upon, against and into an engine operated by the plaintiff, an engineer and employe of the I., B. & W. railway and inflicted physical injuries, bodily pain, expense and loss of time. The court instructed the jury in reference to the law points, the evidence and burden, and the jury returned special verdict in favor of the plaintiff in the sum of eight thousand dollars.

Barnhart (engineer) v. the I., B. & W. and White River Railway Companies. Marion Co., (Ind.) Supreme Court, March, 1885.

NOTE: This case created no little interest in railroad circles. The case was skillfully managed, and the modern tactics employed to bias the average juror against a corporation. In this case it will be seen that the Wabash train, negligently or otherwise, while enjoying the franchises of the White River switch, running at an unlawful rate of speed, left the track and caused the injury to plaintiff, yet the complaint is dismissed as to it, and the burden thrust upon the defendant companies. The case will doubtless be appealed to the Supreme Court for a final adjudication.

XII.

Negligence—Proximate Cause—Railway Crossing.—1. In an action against a railway company for negligently killing the plaintiff's husband, the fact that the company was guilty of negligence does not make the company liable unless it appears that deceased's death was caused by such negligence as its proximate cause.

2. Consequently it is error in the trial of such a case for the court to admit evidence that the defendant's servants violated certain rules regulating the running of defendant's trains, and to base instructions to the jury thereon, unless it appears that the injury to the deceased was consequent upon such violation.

3. While in the absence of municipal regulation no rate of speed can be considered as negligence *per se*, it does not follow that the company may run its trains at any rate of speed. A reasonable and fair regard for the safety of persons and property, must control the rate of speed through villages and over frequented public crossings.

4. It is the duty of a railway company to have the trains give the statutory signals upon approaching a public crossing.

5. It is the duty of one about to cross a railroad track to look and listen for a train, and get all the information his eyes and ears will afford him, and if he fails to do so and thereby contributes to his injury, he cannot recover, even though the company may have been direct in not giving the signals.

Stepp v. Chicago & Alton R'y Co., Mo. Supreme Court, March 26, 1885.

XIII.

Railroad Strikers—Intimidation—Contempt—Duty to Seek Redress in Court—Receiver.—1. Where the employes of a railroad company, whose property is not in the custody of this court, by concert of action quit work, and take possession of and obstruct the movement of all engines and cars in the custody of receivers of this court it is the right and duty of the court to punish such unlawful acts as contempts of its authority and dignity.

2. If a party engaged in a lawful undertaking, unintentionally interferes with or obstructs the officers of this court in the discharge of their duties, the court is not tenacious of any mere prerogative, but it is otherwise where parties while engaged in an unlawful act, obstruct the officers of this court, although intending no contempt.

3. It is the duty of strikers to apply to this court, which is open to hear any just ground of complaint against its receivers. Employes of receivers may present their grievances and the court will instruct its officers

in the premises. For this reason the court will be prompt to punish men who interfere with its receivers in the custody and control of property committed to them by law,

4. A simple "request" to do or not to do a thing, made by one or more of a body of strikers as a cover of it, or under circumstances calculated to convey a threatening intimidation, with a design to hinder or obstruct employes in the performance of their duties, is not less obnoxious than the use of physical force for the same purpose. A "request" under such circumstances is a direct threat and an intimidation, and will be punished as such.

In relation, Doolittle and Schanbacher, strikers: Wabash Railway Receiver. U. S. Supreme Court.

NOTE: The sentence in this case was, that the defendants should be imprisoned sixty days in the county jail and pay the costs of these proceedings.

XIV.

Railroads—Negligence of Conductors—Stop-over Tickets—Damages.—Action by the plaintiff, a passenger of the defendant company, to recover damages resulting to him through the negligence of the conductor in not furnishing him with a stop-over ticket, to which he was entitled. In this case the plaintiff on attempting to resume his journey after a stop, was required by a second conductor to pay additional fare or leave the train, and on appeal it was *held*, that he may recover from the company, not merely the amount of the additional fare which he was subsequently obliged to pay in order to reach his destination, but all damages sustained by him as the direct and natural consequence of the fault and negligence of the first conductor.

Norton v. Minneapolis & St. Paul R'y Co., Wisconsin Supreme Court, January 5, 1885.

XV.

Passenger Station—Removal of Offender Therefrom—Agent.—Where a woman of ill repute, who had, on former occasions conducted herself about the station in an indecent manner, gained access to the station by artifice, at a time when the ladies' waiting room was required to be vacated and closed by the agent under instruction and rule of the company. Although several hours prior to the departure of the train on which she said she intended to take passage, the agent had her removed by the police, without violence, and for said forcible removal she was awarded a verdict of \$175 in the lower court. On appeal it was *held*, that if she was entitled to any verdict at all, it was *only* for nominal damages, and the verdict for \$175 was set aside.

Beeson v. Railroad Co., Iowa Supreme Court.

XVI.

Passengers required to show tickets—Rule—Injury.—Action against a railroad company, which had adopted a rule, "that conductors are required to station their brakemen and train porter on the depot platforms where the trains stop and have them examine tickets, allowing no one to get aboard without a ticket or pass." The plaintiff in this case, to whom the rule was known, took it into his head to disregard it. He therefore purchased a ticket and boarded the train without showing it, against the protests of the brakeman, who requested him to show his ticket. He did not show it, but exhibited a dollar in money. After seating himself in the car, and before the train started, the brakeman told him he must show his ticket, and again showed a dollar, saying his money was good for a fare, but did not pay, or offer to pay, his fare. He was told that, failing to get a ticket, he must get off the train. He refused persistently to show it, and told a person near him that he had a ticket, but would not show it. The brakeman called another to assist him and they proceeded to remove him from the car. He resisted, and in the struggle was somewhat scratched and bruised on his hands and feet. As he was about being ejected from the train, he produced and exhibited his ticket, when he was immediately released and allowed to resume his seat in the car. On this state of facts, he brought an action against the company for damages, and in both the lower and supreme court it was held that he could not recover.

International, & G. N. R'y Co. vs. Goldstein, Texas Supreme Court, Rev. No. 4.

XVII.

Master and Servant—Servant Killed while on Hand-car by Passenger Train.—Where a section boss on a railroad and his crew were en route to their work, a passenger train, which should have passed that point one hour and a half before, was behind time. It overtook and ran into the hand-car, killing one of the section men. The foreman did not know and had no reason to believe that the train had not passed, and did not send or go to the telegraph office, which was some distance, to ascertain about the passenger train. The deceased did not know of the whereabouts of the belated train, although he had the same opportunity of knowing as the foreman. There was no carelessness alleged in the running of the train. *Held*, that the railroad company could not be required to respond in damages to the representatives of the deceased, as he voluntarily and without protest mounted and rode upon the hand-car.

P. C. & St. L. R'y Co. vs. Leech, administrator. Ohio Supreme Court, Feb. 2. C. L. J., 1885.

Mentions.

—C. H. Warren of Division No. 146, has been quite ill, but is slowly convalescing.

—F. W. Barnes of Division No. 146, had the misfortune to break three of his fingers while coupling cars in Concord, Mass.

—Brother H. S. Lewis of Division No. 9, spent a few days at Cedar Rapids a few days ago on his way east, and we had a very pleasant visit.

—J. L. Kellogg, 429 Park avenue, Chicago, desires the address of brothers W. E. Lindsay and H. J. Greenfield, members of Chicago Division, No. 1.

—Any one having a February number of the MONTHLY for 1884 that they do not want, will confer a great favor by sending it to this office at our expense.

—Brother Waldron, of Ashton Division No. 136, would like the address of brother Furgason of his division. Any one knowing it will please advise him soon.

—Brother M. Hogan of Division No. 58, is suffering from a very severe accident which is feared will deprive him of the use of his foot, it being very badly crushed.

—E. D. Titus, formerly a train dispatcher on the U. P. R'y, was a caller at our office a few days ago. He is Grand Commander of the Northwestern Legion of Honor.

—J. F. Mignault injured his hand severely last November while attempting to couple cars with gloves on. He is running his old train again, smiling as sweetly as ever.

—L. M. Murphy, secretary of Division No. 74, Decatur, Ills., desires information as to the present location of T. B. Motheral and George H. Hutchinson, both members of Division No. 74.

—C. E. Coombs of Division No. 146, has been suffering for seven weeks with rheumatism; he is able to be out now, and it is hoped by his numerous friends that he will soon be at work again.

—Massachusetts correspondents report an unusually cold winter with plenty of good sleighing. The eastern croakers should come and bask in the smile of our genial and sunny-browed west.

—Brothers A. D. Pytcher, A. LeBarron and M. W. May are requested to correspond with brother E. B. Hunt, Secretary of Division No. 32. Any one knowing their address will please send it to him.

—As only about seventy of our division have complied with circular number 4, printed on page 314, volume number one of the MONTHLY, brother Daniels will charge a copy to every division and forward the same to the Secretary for file to be kept in all divisions of the Order.

—C. A. Armacost of Corning, N. Y., wishes to know the address of W. H. Wooden, a locomotive engineer from Baltimore. He has been employed on the Northern Central, Baltimore & Potomac, Western Maryland, and when last heard of was on the Louisville & Nashville road.

—Still they come! A Connecticut river passenger ran into a Fitchburg freight, damaging ten freight cars and both engines. E. L. Bennis, engineer, and C. B. Reynolds, brakeman, were injured. J. G. Dobbie, conductor on passenger, came out safe with his train. His engineer failed to look out for the signals.

—We are in receipt of elegant invitations to attend the annual ball to be given by Hollingsworth Division No. 100, and Parsons Division No. 161. We wish the brothers a grand success and very much regret that we cannot be present and enjoy the festivities of the occasion with them, but our usual excuse must be made.

—W. P. Fox, trainmaster on the Fitchburg railroad, has been promoted to the position of division superintendent of the V. and M. division, Fitchburg railroad, with his headquarters at Fitchburg. The promotion puts the right man in the right place. He has been a conductor for years and is every way worthy of the honor conferred.

—Just before going to press we are advised of a union meeting of the Order, to be held in Chicago on Sunday, May 3d, under the direction of the brothers of Divisions Nos. 1 and 41, in the hall of Chicago Division No. 1, No. 82 west Randolph street, Chicago, Ill. All will be invited, and we hope to see the largest union meeting ever held on that occasion. Let one and all attend.

—The B., C. R. & N. Railway are at present testing one of the Merrill traction attachments on one of their best engines. We believe the tests have been very satisfactory to the company. Should this attachment prove by actual practice what it shows on paper, the days of the mogul and heavy engines of that pattern are numbered and we shall again see the work performed by our ordinary eight wheel engines.

—We have received the January number of the RAILWAY CONDUCTORS' MONTHLY, a neatly printed magazine published at Cedar Rapids, Ia., in the interests of the Order of Railway Conductors. C. S. Wheaton is editor and W. P. Daniels manager. A careful perusal of its contents will convince anyone that its editor is the right man in the right place, and it is worthy of unlimited patronage.

—*Courier*, Waterloo, Iowa.

—We are pleased to learn from our Jackson, Tenn., correspondent that Jackson Division No. 149 is doing nicely. Since their organization, Sept. 23d. 1884, they have added seven members. All are well pleased with the Order and a strong influence for good is manifested among the men at that point. The officers of the lines are seeing the benefits to their force and will sustain the men in trying to benefit themselves. We hope to hear from him again.

—The "Railroad Reporter" recounts the things it would like to see and among others, this: "The honor of conductors vindicated by the removal of train agents and duplex receipts." The MONTHLY wishes to add: *All* conductors honest, so that an occasional dishonest one will not furnish the excuse for the "spotter," or in other words, the MONTHLY wants to see the "cause" removed and will then expect to see the "effect" disappear. We fear the Millennium is not for our time though.

—We visited Buffalo Division No. 2, at their union meeting held March 15, and all present can testify that a more enjoyable time could not well be had. The Grand Division was represented by brothers H. Hurty, Executive committee; W. H. Ingram, Insurance committee; H. S. Chapman, E. B. Hunt and W. J. Jackman, permanent members, and representatives E. J. Richmond, Division No. 2; O. Sackett, No. 8; C. A. Burr, No. 9; R. Bycraft, No. 73; C. A. Wood, No. 143, and ye editor of the MONTHLY. Division No. 2 was complimented by all upon their proficiency in the work so far as shown, and it certainly spoke volumes of praise for the officers.

—The meeting of the Passenger Conductors Insurance Association at Minneapolis on May 26 will be the largest it has ever held. The local committee are sparing no pains to make it pleasant for all who may come. Tuesday, Wednesday, Thursday and Friday are to be taken up in sight-seeing around the city and St. Paul. Saturday, the Northern Pacific have placed at the disposal of the party a train to the famous Yellowstone Park and return, which speaks volumes of praise for the magnanimity of that company, and we are sure the gentlemen who attend the convention will not soon forget this courtesy. We bespeak for all the partici-

pants a grand time. Remember the offices of the Order are located at Cedar Rapids, Iowa, on the direct route to Minneapolis via. the famous "Albert Lea Route." Don't forget to call and see us. The Passenger Conductors Insurance has done a grand work this year and it speaks volumes for brother C. R. Ashton, its President, and brother Walter Lackey, Secretary and Treasurer.

—Brother Howard Evans, chief conductor of Division No. 45, was the recipient of a handsome watch chain presented by his many railway friends at this place. The design of the chain is very unique; it is in the form of a square hanging pendant from a bar of solid gold, on the top is a shield, helmet and lance, typical of the Knight Templars of which he is a member; on the transverse side is the motto "*In hoc signo vinces*," and in the center a large diamond with the following inscription underneath: "Presented to Howard Evans by his many railway friends." The presentation speech was made by Mr. W. H. Stickles, present yard master, who is brother Evans' successor, brother Evans returning to his first love, and is at present running a train. Brother Evans was taken completely by surprise and for the moment lost all power of speech, but he quickly regained the use of his tongue and responded in a neat and effective speech, thanking all concerned for their very valuable gift. Yours respectfully in P. F., W. WEBSTER, S. and T.

—La Crosse Division, No. 61, Order Railway Conductors, had the distinction of giving the grandest entertainment that has taken place in La Crosse for many a day. Allusion is here made to their fourth annual reception, which was held in Light Guard Hall on the evening of Thursday, March 12. The committee on arrangements had left nothing undone, and the hall was a perfect bower of beauty. The floral decorations were superb, and were executed by Salzer from designs drawn by brother Geo. Johnson, C. C. The first floral tribute represented a large conductor's ticket punch done in hot house blossoms upon a background of fresh green creepers. A floral monogram of the Order decorated the upper left hand corner of this handsome view. The second floral masterpiece consisted of a small train of cars, freighted with roses and other cut flowers in such profusion that the tiny engine and coaches were almost concealed from view. The local press unanimously pronounced the affair the most important social event of the season. One publication, *The Princess*, indulged in the following rhetorical flourish, when writing up the reception: "In the upper left hand corner of this living picture appeared the monogram of the Order, done in harmoniously blended blossoms, the sweet perfume whereof loaded the air with a soft suggestion of the misty mid-region of the magnolia, whither the mighty railroad leads; though within the hall the beautiful toilets and witching glances of the ladies made their brave and gallant escorts forget that they were not in the Sunny South, where the mocking bird's melodious notes vie in sweetness with the fresh fig that luciously hangs like a great opal-pendant in the purple gloaming." But the reporters were not the only ones who "spread themselves" in honor of the momentous occasion. The musicians did their very best, and played as if their lives depended on it. The band was Prof. Rohweder's, from Winona, and they greatly pleased the dancers by their nice selections and the excellent time in which they played. The catering was in charge of the three leading *restaurateurs* of La Crosse, Mrs. Leonard, Mr. Wachter and Mr. Libby, and, as a consequence, the supper was exceptionally good. There were in attendance delegates from Milwaukee, Minneapolis, Winona, Sparta and other neighboring towns. All went merry as a marriage bell from 9 o'clock at night until 4 o'clock on the following morning. There was at no time less than 14 sets dancing at once. The reception will be long remembered by those who participated in it, all of whom were convinced that there is a good deal of life and vigor in this division. There was 265 people in attendance.

Yours in P. F., THE COMMITTEE.

OBITUARY.

SCRANTON, Pa., March 24, 1885.

At a regular meeting of Lackawanna Division No. 12, Order of Railway Conductors, held at Scranton, March 22, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to remove from our midst our esteemed brother, Winfield S. Dunn, who died at Binghamton, N. Y., March 15, 1885, and

WHEREAS, In the death of brother Dunn, our Order has lost a noble brother and worker, his wife and children a dutiful and affectionate husband and father; therefore be it

Resolved, That we extend our sympathy to his bereaved family in their sad affliction.

Resolved, That this division extend their thanks to W. F. Hallsted, general superintendent, and Garrett Bogart assistant superintendent, for special car from Binghamton to Stroudsbury and return, and to Messrs. James Long, C. A. Lodes and brothers of Binghamton Division, No. 154, for favors shown us on funeral day.

Resolved, That our charter be draped in mourning for the space of thirty days in respect to our late brother; that a copy of these resolutions be presented to the family of the deceased, spread on the minutes of the meeting, published in CONDUCTORS' MONTHLY and a copy sent to the Binghamton and Scranton papers for publication.

P. F. DUFFEY,

E. SMITH, Jr.

J. H. HOWE, *Committee*.

MATTOON, Ills., April 7, 1885.

EDITOR MONTHLY.

Died at Trenton, Mo., on Thursday morning, March 26, of Pneumonia, Charles Frederick Warren. At a regular meeting of Mattoon Division No. 101, Order Railway Conductors, April 7, the following resolutions were adopted:

WHEREAS, It has been the will of the Almighty God to call from our ranks our esteemed and worthy brother, C. F. Warren, therefore be it

Resolved, That in his death we have lost an earnest and faithful brother, a firm and true friend.

Resolved, That the charter of Mattoon Division be draped in mourning for a period of thirty days.

Resolved, That a copy of these resolutions be sent to our MONTHLY, through which we desire to thank our brothers of Division N. 42, for their kindness to our deceased brother during his last days.

C. S. MCKEE,

W. W. SIMPSON,

J. W. MANSFIELD,

Committee.

ANDREWS, Ind., April 9, 1885.

ORDER OF RAILWAY CONDUCTORS.

At a regular meeting of Friendly Hand Division No. 125, held at Andrews, Ind., April 9, 1885, the following resolutions were adopted unanimously:

WHEREAS, It has pleased Providence to remove from our midst our co-laborer and friend Frank Diefenbach, late train dispatcher; and

WHEREAS, It is but a just and fitting recognition of his many merits and virtues, and

WHEREAS, By his death we suffer an irreparable loss which time only can ameliorate; and

WHEREAS, It is but a just tribute to the memory of our departed friend who was every way worthy our respect and affection; therefore be it

Resolved, That we extend to his bereaved children our heartfelt sympathy, and may He who has so graciously promised to be a "Father to the fatherless," watch over and protect them from all harm; and be it further

Resolved, That as a mark of respect to our esteemed friend that these resolutions be spread on our minutes and that a copy be engrossed and sent to the family of our deceased friend, and published in the RAILWAY CONDUCTORS' MONTHLY, LaFayette, Peru and Andrews papers.

A. H. CUTTER,
R. F. HAYS,
G. J. MARTIN,
Committee.

ONEONTA, April 6, 1885.

C. S. WHEATON, G. C. C.

DEAR SIR AND BROTHER: At a regular meeting of Chapman Division No. 45, April 5, the following resolutions were adopted:

WHEREAS, It has pleased God in His divine providence to remove from our midst by death the wife of our esteemed brother, Wallace Hill; therefore be it

Resolved, That we most sincerely sympathise with our brother who has been bereft of a loving wife, and we as brothers of this division extend to him our heartfelt sympathy in this, his hour of trial.

Resolved, That a copy of these resolutions be sent to our MONTHLY for publication.

R. A. MEAD,
H. G. JUDD,
W. WEBSTER,
Committee.

OFFICIAL.

ORDER OF RAILWAY CONDUCTORS.

CIRCULAR NO 6.

OFFICE OF G. S. T.,
APRIL 16, 1885. }

BROTHERS—The following are reported:

Reinstated by Division No. 37, February 15, J. H. Jones.

" " " " 53, April 1, J. T. Tellfair.

Suspended by Division No. 57, April 5, C. S. Rice.

" " " " 105, March 27, Wm. Kelly and M. T. Pyne.

" " " " 111, April 5, W. J. Richardson.

All for non-payment of dues.

Expelled by Division No. 125, January 8, M. D. Wells, for violation of obligation by engaging in the sale of intoxicating liquor.

Division card No. 5,433, issued February 23, to V. C. Wilson of San Antonio Division No. 76, has been stolen; if presented retain it and return to me.

Secretaries when reporting cards lost or stolen, please give number of card and date of issue. A record should be kept in all divisions of all cards issued to its members.

Yours truly in P. F.,

WM. P. DANIELS,
Grand Secretary.

OFFICE OF THE
PASSENGER CONDUCTORS' LIFE INSURANCE CO.
OF THE UNITED STATES,

No. 514 Walnut Street.

PHILADELPHIA, March 1, 1885.

To the President, Directors and Members of the Passenger Conductors' Life Insurance Company of the United States:

GENTLEMEN:—In accordance with Article 1, Sec. 3, of our By-Laws, I herewith submit my Annual Report of Receipts and Disbursements, for the year ending February 28th, 1885.

RECEIPTS.

Balance from February 28th, 1884.....	\$ 2,048 56
Collected on First Series Assessments.....	16,584 00
Collected on Second Series Assessments.....	2,346 00
Collected for Membership.....	212 00
Interest Account.....	50 41
Total.....	\$21,240 97

DISBURSEMENTS.

Paid on First Series Assessments.....	\$14,738 00
Paid on Second Series Assessments.....	2,916 00
Expense Account as follows:	
Salary.....	\$1,200 00
Printing and Stationery.....	221 27
Postage.....	82 88
Rent of Office.....	141 25
Balance in Bank.....	1,852 40
Total.....	\$21,240 97
Members in First Series.....	838
Members in Second Series.....	204

Table Showing Number and Amount of Claims for the year ending February 28, 1885.

No. of Assessments.		NAME OF MEMBER.	NAME OF ROAD.	AMOUNT.
1st Series	2d Series			
127	40	S. R. V. Sherwood.....	Northern Pacific.....	* \$2,038 00
	41	James S. Stone.....	New York, New Haven and Hartford..	426 00
129	42	Charles L. Holman.....	Pittsburg, Cincinnati and St. Louis...	2,046 00
130		David Lyke.....	Chicago, Milwaukee and St. Paul.....	1,032 00
	43	G. B. Humphrey.....	Lakeshore and Michigan Southern....	428 00
131		William H. Taylor.....	Texas and Pacific.....	1,638 00
	44	J. H. Goldthwaite.....	New York, New Haven and Hartford..	414 00
132		Hiram Higgins.....	New York Central and Hudson River..	1,638 00
133		Thomas C. Jones.....	Wabash, St. Louis and Pacific.....	1,640 00
134	45	H. McKinney.....	New York, New Haven and Hartford..	2,040 00
135		James A. Burke.....	East Tennessee, Virginia and Georgia	1,654 00
136	46	Frank W. Lucas.....	Boston and Providence.....	2,060 00
		Total.....		\$17,654 00
		Total First Series.....		\$14,738 00
		Total Second Series.....		2,916 00

*This amount unpaid at date of last annual report is now on special deposit, as per instructions of last Annual Meeting.

WALTER LACKEY, Secretary and Treasurer.

The Railway Conductors'

MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, JUNE 1, 1885.

No. 6.

YAWCOB SNYDER.

Written for the MONTHLY.

Do you know that every spring time, no matter what your trade,
Your good wife smiling sweetly, says, "our garden must be made."
No matter how much other work, for you no pleasure or fun,
The seeds must be put in the ground, though nothing else be done.

So my wife wheeled out the seed store, she keeps the very best;
With a crooked stick I made the rows, all running east and west,
So the wind won't blow them over, and a cyclone coming hence.
Might have a little lullaby by striking against the fence.

Well, after pulling off my coat and vest, she looking so shy and pert,
Said the wash bills wouldn't be quite as much if I'd pull off my shirt.
That last remark I'll ne'er forgive, so very unkind in her
When I have to make the garden and pay the wash bill too.

Picking up a little checkered bag, a remnant of my old jeans,
Filled with nearly a quart of what we called down east, striped beans.
"Now wife, you scatter them in a row, I'll cover them in the rear,"
But the only answer came, "Oh no! plant beans in hills, my dear."

Ah, this straw broke the camel's back, I shouldered my hoe and said:
"Samantha, you must have misunderstood, for anyone living or dead,
If they "know beans," will tell you, if you wish to have them grow
Will never put striped beans in hills, but plant them in a row."

The meeting broke up, adjourned *sine die*, the quorum went in the house.
 Samantha said, "will you plant those beans?" Says I, "nix-cum-a-rouse."
 "But dear, the garden must be planted, the ground is warm and meller."
 "Well dear, if the garden must be planted, just hire some other feller."

She did. Next day on reaching home, going round the house about,
 There stood my wife and Yawcob Snyder the rawest Dutchman out.
 A bushel of seeds lay on the ground, she explaining in her way
 Where the seeds must go. "Mine Gott in Heimel, I youst now can forstay."

"Those little papers of flower seeds," she says, "should I be gone
 Just sow them in the front yard in the nice beds on the lawn."
 So leading the way around the house, but stopping by each bed
 He bowed very low, but "I forstay," was everything he said.

The days' work, the flower beds done, Samantha's garden made,
 Three-seventy-five drawn out of the bank and Yawcob Snyder was paid.
 Garden sauce growing for summer use, beautiful flowers in her dreams,
 No thanks to me, who never knew how to plant those striped beans.

'Tis September now, the scene so changed, I the happiest of men,
 My wife and I have just taken a walk, been out in the garden again.
 Of all the daintiest vegetables though looking so funny and queer,
 Do you wish any new varieties, you surely will find them here.

Forget-me-nots and pansies, too, yes verbenas grow side by side,
 Bean poles sticking in every bed but looking terribly snide.
 Samantha says war will be declared if ever I tell her when
 She can ever lay her eyes upon that Yawcob Snyder again.

We are very short of vegetables, our summers' work all gone,
 Those peas and beans never would thrive in the flowerbed on the lawn.
 She says that I may try again, make garden as I will,
 Put striped beans in little rows or plant them in the hill.

Poor Yawcob, he was an honest boy, thought everything well fixed,
 But like many a one, through ignorance he got the seeds all mixed.
 But many a neighbor riding by in the cool of the morning dawn
 Wondered why the lawn was in the garden, the garden in the lawn.

SELF CULTURE.

Written for the MONTHLY.

We are pleased to call this an age of improvement. We look with special complacency on our system of education, intellectual and moral. Everyone will admit that great improvements have been made in the science of school teaching and the science of school-book making during the last twenty-five years. A lady whose school girl days ended about a half century ago, says that when she went to school and within sight of Harvard University, there was but one arithmetic in the school and that was owned by the teacher. The scholars who "ciphered" had each a blank or quarto or perhaps folio size which was called the manuscript or "ciphering book," in this they copied the sums from the master's book. Therefore each at the close of the school owned as much of an arithmetic as he or she had mastered, and the manuscript perhaps more highly esteemed than the gilt framed drawings of the school girl of to-day. The lady above alluded to preserved hers carefully for two or three years, and would probably have transmitted them to her grand children had no one molested it. But she had a younger brother who like other children, was fond of sport, and what was her vexation on looking out one day to see a huge kite floating in the breeze, a kite made from the pasted-together leaves of her "ciphering book." But fifty years ago is a far off extreme in our educational economy. Perhaps it suited the people of those times, but it will never compare with us. We are two generations wiser. Ah, reader, let us think a moment. Are we wiser, inately wiser than our ancestors? To test the verity of this oft' repeated assertion we have only to select at random twenty of our unschooled juveniles, and placing in their hands the books used by the children of the revolutionary fathers, pursuing as nearly as possible the old-fashioned way of school-keeping, note with what avidity they digest the circuitous rules of the old grammars and arithmetics. I fear very few would get beyond the Rule of Three at eighteen. Still they might not be less educated than many who have gone through arithmetic, algebra and geometry in the same time. I would not be understood as arguing in favor of a return to the old educational system of fifty years ago. But let me ask you: are we not relying too much on our books and teachers and too little on ourselves? Have we not very few self educated among us? Books may be very lucid and very simple and teachers may explain themselves into a consumption but that will not educate our children. They indeed will acquire many facts, but a brain crammed with undigested theories is little better educated than a

grainary filled with corn on the cob. It must be shelled and ground before it will nourish the body. The individual who has never compelled himself to think is uneducated. The young lady who admits the truth of every plausible argument without weighing it, is uneducated, and worse than that, she never will be educated until she learns to reason for herself. The female graduate who can repeat whole chapters of mental and moral philosophy and demonstrate difficult problems in geometry may yet be very imperfectly educated. She may have cultivated her memory at the expense of her judgment, which of all the faculties is most frequently dwarfed by neglect. It is the province of the will to govern all other faculties of the mind. Who shall educate the will? Plainly the I that exercises of volition education is a leading or drawing out. Everyone's will is therefore educated evidently, but not always rightly educated. Literally, everyone is to some extent educated by necessity. Not even the will can prevent it. For the will in putting forth a volition that the mind shall not be educated, is actually educating itself. If then all other faculties are primarily subservient to the will and the will educates itself by the simple exercise of volition, which is, so to speak, its necessary ailment, on whom does the duty of education devolve? Plainly on the existing I. This is the truth I wish to impress. We must educate ourselves. Would that I could hear the mental resolve of every young and old person. I will govern myself, I will compel my judgment to reason, I will educate myself. The mind is not a republic. The will must and does govern. How absurd then to impress our children with the belief or let them imbibe the opinion that school teachers and school books are responsible for their education! Whereas these are only necessary auxiliaries. And yet how often does the incautious mother impute the dullness of her child to the inefficiency of the teacher, and that too in the child's hearing. Hence the child begins to think it is the teachers' business to make him learn, and with such a creed what wonder at his lack of self-exertion. What wonder if he soon finds the lessons too hard for him. Then common ingenuity discovers the remedy. He enters complaint of hard lessons to his parents, and instead of encouraging him to study hard, the father writes a polite note to the teacher requesting that his son may have easier lessons given him. Such children will be intellectual babies all their life time, and die at a ripe old age intellectual babies. We have too many intellectual babies. A child thus humored at home is looking for a certain town on the map, the first and last letter are given in his geography, he looks but does not find it readily and therefore asks his teacher. The teacher knows just

where it is and it is so much easier to put his finger on it than to encourage the child in perseverance, that he too often yields to inclination and neglects to foster self reliance. Parents and teachers have an acknowledged responsibility in the formation of character, a great influence in moulding the will to their wishes. But after all a man must educate himself. Self education is not only a duty but a privilege, and the learned blacksmith of our own country and the humble stone cutter of Scotland have shown us that from the lowliest occupations in life the will may draw sufficient ailment to make the mind grow large and strong. We love to look upon a self made man. We are proud that our country affords such. We are proud also of our self made women, but we have not half enough of them. We suspect there were more in the times of Mary Washington and Abigail Adams. Women whose souls were educated, who knew how to think, although perhaps unable to read French, German, Spanish and Italian, and less acquainted with the technicalities of science than hundreds of young ladies of the present day. We admit that the times in which they lived and the circumstances by which they were surrounded assisted very much in soul development. They were compelled to learn self reliance. We rejoice that in our day we have female colleges, and especially colleges for both sexes. Let every female who has within her power or can bring it within her power, avail herself of a thorough collegiate course. And while pursuing their course do not rest satisfied with fairly meeting the requirements of your teachers. Exact something of yourself to compel yourself. And above all delusions avoid that which would make you think you are educated when you receive your diploma. We believe Mrs. Sigourney was to the day of her death a student. We do not believe the mind gets its growth with the body, or necessarily becomes debilitated with it, but it requires nutriment and it would be no more absurd to cease feeding and exercising the body after it had reached the ordinary size, than to cease feeding and exercising the mind after leaving college. Many young ladies think that if they were to become ministers, lawyers or doctors they would keep up a regular course of study, but entering as they do upon the duties of wives and mothers and becoming engaged with the pleasures and cares of housekeeping, they have no time for systematic self education. This may be literally true of some, yet we think not generally so. Most housekeepers by adopting a systematic code adapted to their own peculiar province can secure to themselves at least thirty minutes a day for study. And this arrangement if persevered in for thirty years will have given, deducting Sabbaths, upwards of 360 days of twelve hours each

hard study. We must again repeat that we are in great danger at the present day of relying too much upon the educational improvements of the age, both intellectual and moral. Sabbath schools are doing a great deal for the moral education of our country. The writer of this article appreciates the value of the Sabbath school; it was in a Sabbath school that he acquired the spark of scholastic education he now possesses. How much that has been improved by study others must determine. We hold that parents should exercise as much vigilance in regard to the moral training of their children as though no Sabbath school existed. If Susannah Wesley lived in our day we believe she would not excuse herself from the duty of conversing with each child of her numerous family daily. We have been contemplating the necessity of self education. If the duty of intellectual education depends upon ourselves, how much more our moral education. We shrink from the folly of cultivating our intellect and neglecting our morals. We acknowledge it is much easier to admire the good and true than to command the uncouth and vicious. Nevertheless if we would be good we must admire the good. If we would be pure we must love the pure.

VINDEX.

“HOME, SWEET HOME.”

BURDETTE MORALIZES OVER A SONG OF A TRAMP ON A RAILWAY TRAIN.

Now, when the day was far spent I girded up my loins and got me to the train. And it was No. 22, mail express, going east on 14's time, for the snow was deep. Twenty-two was three hours late, and 14 was abandoned. Dimly lighted was the car, and cold. Men curled up in their overcoats and hated one another, and no man spake to his neighbor by reason of the cold and the delay. Twinkling past, go the station lights, white and cold lay the drifted fields, and with rattle and jar the train crept along. Two seats ahead of me a seedy looking man, bereft of his overcoat, and not fastidious as to collar, began to whistle. Usually the note of the railroad warbler wakens our ire, but we all listened to the man. Mellow as flute notes rose his many puckered whistle, “Home, Sweet Home.” At the first line surly-looking men sat up to hear, “Mid pleasures and palaces.” Not often did the seedy whistler roam amid very gorgeous palaces, we wot. Scant indeed must be the pleasure of a man without an overcoat on a stormy night in March. “Be it ever so humble—” we followed the air with the words as we

listened, and the stranger seemed to be breathing his very soul into the song. Ah, yes, humble his home might be, as lowly indeed was his state, but welcome and warm love light from watching eyes and the home light from the ruddy hearth, the clinging arms of little ones waited for him, and we are glad of it. The very car grew warmer as he whistled. In the distant corner, away down by the wood-box, the mellow notes drifted, a dreamy current of melody. "There's no place like home;" why it swelled out into the very storm with its passionate longing. It made those of us who were not going home, homesick down to the soul. "A wand'rer from home"—there were tears in the melody; no alien splendor could dazzle a heart so home-loving. "Oh, give me the lowly thatched cottage again," came fairly sobbing in the tender, bird-like notes, and then again the "Home, Sweet Home" refrain, sympathetic, rich, plaintive yearning.

The train slowed up, stopped, the conductor came in abruptly, the mellow whistle died away in a scarce audible sigh.

"Come," said the conductor, "I can't carry you any further."

The whistler rose, and as he vainly fumbled for a button on his buttonless coat, started for the rear door.

"This way," shouted the conductor, and the whistler meekly turned and walked out by the forward door. A lantern swings out from the step, the train moves on, and the homeless whistler is shivering out in the snow.

"What station is this conductor?"

"No regular station. It's a crossing. Station's two miles further down. Don't stop there."

"Where did that fellow get on?"

"Climbed on at the tank when we took water about twenty miles back."

Came from nowhere, got off at nowhere, had nowhere to go to, and whistled "Sweet Home" till he made us all cry. Ah me, I wish I had given him a quarter. But that's me. My good impulses are always slow. I never think of the quarter in time, unless I am on the sleeping car. And then the porter, who is a believer in practical and prompt benevolence, always helps me to think of it. But the tattered whistler, whose lips dropped music like the singing of the birds when the vines with the tender grapes give a good smell, why should he be bounced out into the night and storm when fare for his ride and bread for his mouth were right here in a dozen pockets? Then I saw that the race is not to the swift, nor the battle to the strong, neither yet bread to the wise, nor yet riches to the men of understanding, nor wet favor to men of skill; but time and chance happeneth to them all."—*Bob Burdette.*

RAILROADS.

Crowded cars,
 Pleasant day,
 Maiden trav'ling
 Far away.

 Vacant seat,
 By her side,
 Only one
 In which to ride.

 Dandy drummer
 Black moustache,
 Thinks good chance
 To make a mash.

 Grinning, asks
 May he ride
 In vacant seat
 By her side.

 Maid says "yes,"
 Looking sweet,
 Drummer happy
 To his feet.

 Happy drummer!
 Hard-earned cash,
 Spends for "goodies",
 For his mash.

 Train boy's stock
 Disappears,
 Grins with joy,
 To his ears.

 Sells the drummer
 Apples, cakes,
 Nuts and candy,
 Awful "fakes;"
 Conductor comes,
 Drummer's cash
 Pays the passage
 For his mash.

 Conductor looks
 At train boy sly,
 Winks a wink
 From weather eye.

Conductor gone,
 Drummer "fly,"
 Looks at maiden
 With a sigh.

 Asks the maiden
 "Is there one
 Loves you more
 Than I have done?"

 Maid looks conscious,
 Rather coy,
 Drummer's heart
 Full of joy.

 "May I ask,
 Wondrous bliss,
 For the boon
 Of one sweet kiss?"

 Maid says "No,
 'Twould hardly do,
 For there's one
 That loves me true."

 "I will win you
 From his side,"
 Drummer says,
 With conscions pride.

 "Hardly think so,"
 Maid replies,
 "'Tis conductor,"
 Blank surprise.

 "He's my husband,
 Don't you see?
 Here he comes,
 You'd better flee."

 Door flies open,
 Drummer bold,
 Dashes out
 Looking sold.

 Conductor grins,
 You know the rest,
 Twenty dollars
 In his vest.
 —*Evansville Journal.*

"GOING UP HEAD."

[An old soldier's story by Joaquin Miller.]

The low school-house stood in a green Wabash wood,
Lookin out on long levels of corn like a sea—
A little log house, hard benches and we,
Big barefooted boys, and rough 'uns, we stood
In line with the gals, and tried to get 'head
At spellin' each day when the lessons was said.

But one, Bally Dean, tall, bony and green
As green corn in the milk, stood fast at the foot—
Stood day after day, as if he'd been put
A soldier on guard there, did poor Bally Dean,
And stupid! God made him so stupid I doubt—
But I guess God who made us knows what he's about.

He'd a long way to walk. But he wouldn't once talk
Of that, nor the chores for his mother who lay
A shakin' at home. Still, day after day
He stood at the foot till the class 'gan to mock!
Then to master he plead, "oh, I'd like to go head,"
Now it wasn't so much, but the way it was said.

Then the war struck the land! Why that barefooted band
It just nailed up that door; and the very next day
With master for cap'en, went marchin' away;
And Bally the butt of the whole Wabash band!
But he bore with it all, yet once firmly said,
"When I get back home, I'm agoin' up head!"

Oh, that school-house that stood in the wild Wabash wood!
The rank weeds were growin' like ghosts through the door,
The squirrels hulled nuts on the sill of the door,
And the gals stood in groups scrapin' lint where they stood,
And we boys! How we sighed; how we sickened and died
For the days that had been, for a place at their side.

Then one fever-crazed and his better sense dazed
And dulled with heart sickness all duty forgot;
Deserted, was taken, condemned to be shot!

And Bally Dean guardin' his comrade half crazed,
 Slow paced up and down while he slept where he lay
 In the tent waitin' death at the first flush of day.

 And Bally Dean thought of the boy to be shot,
 Of the fair girl he loved in the woods far away;
 Of the true love that grew like a red rose of May;
 And he stopped where he stood, and he thought and he thought,
 Then a sudden star fell, shootin' on overhead
 And he knew that his mother beckon'd on to the dead.

 And he said what have I? Though I live though I die,
 Who shall care for me now? Then the dull, muffled drum
 Struck his ear, and he knew that the master had come
 With the squad. And he passed in the tent with a sigh,
 And the doomed lad crept forth, and the drowsy squad led
 With low trailin' guns to the march of the dead.

 Then with face turned away tow'rd a dim streak of day,
 And his voice full of tears the poor bowed master said,
 As he fell on his knees and uncovered his head:
 "Come, boys, it is school time, let us all pray."
 And we prayed. And the lad by the coffin alone
 Was tearless, was silent, was still as a stone.

 "In line," master said, and he stood at the head;
 But he couldn't speak now. So he drew out his sword
 And dropped the point low for the last fatal word,
 Then the rifles rang out, and a soldier fell dead!
 The master sprang forward, "Great heaven," he said,
 "It is Bally, poor Bally, and he's gone up head!"

RAILWAY ETIQUETTE.

Many people have traveled all their lives and yet do not know how to behave themselves when on the road. For the benefit and guidance of such, these few, crisp, plain, horse sense rules of etiquette have been framed.

In traveling by rail, on foot, turn to the right on discovering an approaching train. If you wish the train to turn out, give two loud toots and get in between the rails so that you will not muss up the right of way. Many a nice, new right of way has been ruined by getting a pedestrian tourist spattered all over its first mortgage.

On retiring at night on board the train, do not leave your teeth in the ice water tank. If every one should do so, it would occasion great confusion in case of wreck. It would also cause much annoyance and delay during the resurrection. Experienced tourists tie a string to their teeth and retain them during the night.

If you have been reared in extreme poverty and your mother supported you until you grew up and married so that your wife could support you, you will probably sit in four seats at the same time, with your feet extended into the aisles so that you can wipe them off on other people while you snore with your mouth open, clear to your shoulder blades.

If you are prone to drop to sleep and breathe with a low, death rattle, like the exhaust of a bath tub, it would be a good plan to tie up your head in a feather bed and then insert the whole thing in the linen closet, or if you cannot secure that, you might stick your head out of the window and get it knocked off against a tunnel. The stockholders of the road might get mad about it, but you could do it in such a way that they wouldn't know whose head it was.

Ladies and gentlemen should guard against traveling by rail while in a beastly state of intoxication.

In the dining car, while eating, do not comb your moustache with your fork. By all means do not comb your moustache with the fork of another. It is better to refrain altogether from combing the moustache with a fork while traveling, for the motion of the train might jab the fork into your eye and irritate it.

If your dessert is very hot and you do not discover it until you have burned the rafters out of the roof of your mouth, do not utter a wild yell of agony and spill your coffee all over a total stranger, but control yourself, hoping to know more next time.

In the morning is a good time to find out how many people have succeeded in getting on the passenger train who ought to be in the stock car.

Generally, you will find one male and one female. The male goes into the wash room, bathes his worthless carcass from daylight until breakfast time, walking on the feet of any man who tries to wash his face during that time. He wipes himself on nine different towels, because when he gets home he knows he will have to wipe his face on an old door mat. People who have been reared on hay all their lives, generally want to fill themselves full of pie and colic when they travel.

The female of this same mammal goes into the ladies' department and

remains there until starvation drives her out. Then the real ladies have about thirteen seconds apiece in which to dress.

If you never rode in a varnished car before, and never expect to again, you will probably roam up and down the car, meandering over the feet of the porter while he is making up the berths. This is a good way to let people see just how little sense you had left after your brain began to soften.

In traveling, do not take along a lot of old clothes that you know you will never wear.

Never walk through a car staring everybody out of countenance, like a Jim Crow detective hunting for the James boys, but mind your own business, be quiet, polite and patient, and "see that your ticket takes you over the Great Rock Island Route." Then you will feel as though you were among friends all the time, and you will leave the train with a pang of genuine regret.—*Bill Nye.*

LETTER TO A COMMUNIST.

DEAR SIR:—Your courteous letter of the 1st instant, in which you cordially consent to share my wealth and dwell together with me in fraternal sunshine, is duly received. While I dislike to appear cold and distant to one who seems so clinging, and while I do not wish to be regarded as purse-proud or arrogant, I must decline your kind offer to whack up.

You had not heard, very likely, that I am not a Communist. I used to be, I admit, and the society no doubt neglected to strike my name off the roll of active members. For a number of years I was active as a Communist. I would have been more active, but I had conscientious scruples against being active in anything then.

While you may be perfectly sincere in your belief that the great capitalists like Mr. Gould and Mr. Vanderbilt should divide with you, you will have great difficulty in making it perfectly clear to them. They will probably demur and delay, and procrastinate, till finally they will get out of it in some way. Still, I do not wish to throw cold water on your enterprise. If the other capitalists look favorably on the plan, I will cheerfully co-operate with them. You go and see what you can do with Mr. Vanderbilt, and then come to me.

You go on at some length to tell me how the most of the wealth is in the hands of a few men, and then you attack those men, and refer to them in a way that makes my blood run cold. You tell the millionaires of

America to beware, for the hot breath of a bloody-handed Nemesis is already in the air.

You may say to Nemesis, if you please, that I have a double-barrel shot gun standing at the head of my bed every night, and that I am in the Nemesis business. You also refer to the fact that the sleuth-hounds of eternal justice are camped on the trail of the pampered millionaire, and you ask us to avaunt. If you see the other sleuth-hounds of your society within a week or two, I wish you would say to them that at a regular meeting of the millionaires of this country, after the minutes of the previous meeting had been read and approved, we voted almost unanimously to discourage any sleuth-hound that we found camped on our trail after 10 o'clock p. m. Sleuth-hounds who want to ramble over our trail during office hours may do so with the utmost impunity, but after 10 o'clock we want to use our trails for other purposes. No man wants to go to the great expense of maintaining a trail winter and summer, and then leave it out nights for other people to use and return it when they get ready.

I do censure you, however. If you could convince everyone of the utility of communism, it would certainly be a great boon to you. To those who are now engaged in feeding themselves with flat beer out of a tomato can, such a change as you suggest would fall like a ray of sunshine in a rat hole, but alas! it may never be. I tried it awhile, but my efforts were futile. The effect of my great struggle seemed to be that men's hearts grew more and more stony, and my pantaloons got thinner and thinner on the seat till it seemed to me that the world never was so cold. Then I made some experiments in manual labor. As I began to work harder and sit down less I found that the world was not so cold. It was only when I sat down a long time that I felt how cold and rough the world really was.

Perhaps it is so with you. Sedentary habits and stale beer are apt to make us morbid. Sitting on the stone door-sill of hallways and public buildings during cold weather is apt to give you an erroneous impression of life.

Of course I am willing to put my money into a common fund if I can be convinced that it is best. I was an inside passenger on a Leadville coach some years ago, when a few of your friends suggested that we all put our money into a common fund, and I was almost the first to see that they were right. They went away into the mountains to apportion the money they got of our party, but I never got my dividend. Probably they lost my postoffice address.—*Bill Nye.*

HOW CRIPPLED RAILROAD EMPLOYEES ARE CARED FOR.

The daily average number of accidents, slight and serious, on the railroads of this country is seven or eight. Most of them are caused by the carelessness of which is bred of familiarity, but a few, one out of every eight, are almost unavoidable. The class of men which suffers most from these accidents is the brakeman on the freight lines and the ubiquitous tramp who is stealing a ride. During the past year there were some eighty cases of accident to railroad employes of various lines admitted to the University hospital and fifty more admitted to the Presbyterian hospital, besides many to the Episcopal, German and Pennsylvania hospitals.

These cases range in trivialty and seriousness from a crushed finger or foot to compound fractures of the limbs and skull or injury in some more or less terrible form. The cases are brought from all parts of the country to Philadelphia. From wherever the Pennsylvania, Philadelphia & Reading, and the Philadelphia, Wilmington & Baltimore lines extend and ramify, thence all accidents are quickly conveyed to the beds the corporations have in one or other of the great hospitals of this city.

The assistance of the nearest medical man to the scene of the accident is called in; the patient is temporarily treated; he is tenderly laid on a bed or mattress in the first train coming here: the hospital authorities are advised that a case will arrive at a certain time; the ambulance meets the train, and in a few minutes the sufferer is in a comfortable bed, with all that modern skill and invention and kind hearts can devise for the alleviation of his anguish.

What happens to those men who are irremediably maimed? In every case where the employe bears a good record with the company he serves, some employment is given him that he can fulfill without the necessity of the limb or the limbs he has lost. Thus signalmen, gate men, station clerks and messengers are recruited from the ranks of the halt and maimed. The courage most of these men display under the most distressing circumstances is enhanced by the knowledge that they will be cared for when they leave the hospital. No matter how terrible the operation to be undergone, the men display a stoical resignation and give themselves up to the treatment of the surgeons with a simple faith worthy of emulation.

"The railroad men are our best patients," said a doctor at the Presbyterian hospital yesterday. "They never complain. There is one whose arm had to be amputated. I suppose the company will do something for you when you go out?" he continued, addressing the man.

"Oh, yes, sir, I suppose they will make me a signalman or switchman, I can do that with one arm."

"How were you hurt?"

"Coming from Frankfort to Philadelphia on a freight train sir. I was sitting on the top of a car by the brake. There were forty-six cars; we had been signaled to stop and I had put on my brake and was slipping down between the cars. The engine pulled up pretty suddenly and before I could get out of the way the twenty or more cars behind mine came up with a jerk, knocked me off my feet and crushed my arm between the buffers."

"Here is a man who got his foot run over," said the doctor.

"It was at a switch, sir," said the man, "I thought I had my foot out of the way. but I hadn't."

"So now he will have to do without his big toe and the first joint of some of the others," said the physician. "But that won't disable him. He will be able to walk nearly as well as ever: Here are a couple of cases, one of a crushed arm, the other a crushed leg. In both cases the men were thrown down and the wheel of a car went lengthwise over the limb, tearing and lacerating the fleshy part of the limbs, but, by a mere miracle, not breaking the bones, although they were laid open to view. These men will recover the use of their limbs."

"Oh, yes, we have much more serious cases sometimes, but the majority of them do not amount to much more than these that you have seen, and we always do our best to obviate an amputation. You see, a limb means something very important to a laboring man. I have known cases though, where a man has received considerable advancement by such an accident. We had a case last spring of a man whose arm and leg had to be amputated. When he went out of the hospital he was made station master at a small town on the Pennsylvania road. He was a yard man before the accident and had very little chance of rising. But the companies are, as a rule' kind to their men who are hurt while on duty."

Pass the butter gently, Mabel,
Shove it lightly through the air;
In the corner of the the dish, love,
You will find a nut-brown hair.
What fond mem'ries it awakens
Of the days ere we were wed.
When upon my fine coat collar
Oft' was laid your little head,
Longingly I stroked these tresses
In the happy days gone by;
Now I strike them every meal time
In the butter or the pie.

—*St. Paul Times.*

"PERPETUAL FRIENDSHIP."

We are glad, we weak mortals
As we stand in life's portals,
To honor the heroes and sages
Whom the world has bowed down to,
And sometimes has frowned to,
As they pass in review, down the ages.

The brave, great and good
'Tis well understood
Mankind ever ready to claim them
In war, state or art
Show their past counterpart;
Also, quite frequently name them.

To man who exposed to
Shafts enemies chose to
Direct at life or reputation,
If a victory he achieves,
Is worthy of and receives
Plenty well earned admiration.

A perpetual motion
Some think but a notion,
While others the notion defend;
It conveys a desire
To discover laws higher,
Something like a "Perpetual Friend."

The man who'd borrow money,
Will speak words of honey
As he tries to persuade you to lend
Him the amount he desires.
By doing what he requires,
For the time will make him your friend.

The political hack
Wants his old office back;
Desires to continue his reign,
Will frequently meet you
And smilingly greet you,
Your friend while in the campaign.

The merchant will, too,
With an object in view
Be friendly, cordial, polite,
And continue this way
For many a day
If in keeping you (his patron) in sight.

There's an organization
Within this broad nation,
The O. R. C. of modern date,
Whose object in banding
Is for each better standing
And friendship to perpetuate.

Their motto, not sounding
Or very resounding,
Conveys just what they intend
As they write to each other,
Beginning with brother,
Signing—Perpetual Friend.

A year, month or day
Can never convey
The meaning of "Yours in P. F."
If they exemplify
They must dare, do and die,
And to calumny ever be deaf.

It means, in our weakness
To exercise meekness,
To ever remember the motto,
Judge not from the external
Lest the result be infernal,
By failing to do as we ought to.

No transgressors failing
Was e'er cured by railing,
While his heart with shame is riven,
Seven times may *we* brook it,
"*Seventy* times overlook it,"
Says One, who us all hath forgiven.

We may read in "The Word"
With hearts deeply stirred,
"To have friends we must friendly be."
And to have friends forever,
From which naught can sever,
Is for time and eternity.

A perpetual friend
With earth does not end,
Is not to be driven away,
Many others may grieve him,
But we'd never leave him
And with him find eternal day.

We'd be glad of this Order
When we see grim death's border
And life passes out with a moon,
After which, a bright morrow,
No more of life's sorrow;
"We shall know as we also, are known."

Then don't hesitate
To perpetuate
That which is so far reaching;
Better make mortals grateful
Than make them feel hateful
By withholding what they are beseeching.

No man in this life
So filled up with strife
That friendship's almost a vanity,
Can ever tell when
From his fellow men
He may need the "mantle of charity."

There's a friend we are told,
Much purer than gold;
Perpetual, unlike any other,
Whom we have ever near
Before whom we'd appear,
"For he sticketh closer than a brother."

S. E. F.

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

C. S. WHEATON, Editor.

COURTESY IN RAILWAY EMPLOYMENT.

We believe that in every branch of railway service it is the duty of every one to assist in whatever way they can in building up an efficient service, and there is no one thing that goes farther in this direction than simple courtesy. As far as our experience goes, it is the desire of all who have the interests of the company and their own at heart that are the most courteous to their associates; but we find all through the service those who, from some petty official station, try to look down upon their associates and by their every act try to impress all with their own importance, and the unimportance of all but themselves. It is much easier to approach the president of the company than one of those poor unfortunates. We have often wondered what the man *would* do should he ever be again promoted, if each succeeding promotion, (one hundred or more in number before he reached the presidential chair) would make the change (in his mind) that the first had; where would he live or who would he associate with, who would he do business with and how would he do business with his employes? We doubt if he would find one person in the wide, wide world that would be equal to the task of performing his service; for in his present position he does not deign to answer a civil question when asked by one of his associates. What, oh what, will be the importance of this man when higher up the scale of promotion? We can call to mind case after case of this kind that has come under our own observation and one but a few days ago where a conductor asked his train master, "*Mr. —, will you please let me lay in a trip if I can be spared?*" With a look of disdain, which lowered him much below the man who asked the question, he turned on his heel and never uttered a word; and this is no exception to the rule for we find the same state of affairs on many of our lines; of course the conductor took his run out and was punished by the creature who had the power, for asking to lose two days time, \$6 in money, that some extra man might get a chance to be benefitted and he accommodated. Do you, kind reader, wonder that the

service is broken and discontented and that trouble ensues? It is these little things that pile up day after day that make things so bad, and those who are filling the hazardous positions on our railway lines are the ones of all others who are entitled to courteous treatment by their associates; and we find where all are treated with like courtesy the service is as near perfect as it can be. Another line of treatment by this class which does much to sow seeds of discord in the service, is that of saying that your associates shall or shall not belong to this, that, or the other church, or secret society, or society not secret. Don't you think dear reader, that this is carrying the matter even beyond common decency, let alone courtesy? And yet it is done. However, we are glad to say that none who have reached any position to speak of in the service take this ground. Two or three of these underlings have even gone so far as to say that members of our Order should not be employed where they had charge, and this in face of positive assurance that there is nothing in the Order that is detrimental to the interests of the company; we are glad to say that the influence and reign of such men are short lived, having built their houses on a sandy foundation, it will not stand long, for the falsehoods they invent will only cause their downfall in the end. We submit that everyone is entitled to a fair and impartial trial before being condemned, and this same class alluded to above, demand this, yet they are not willing to give it to their associates. How consistent! Yet we are sorry to say that these men creep into power temporarily and do more harm to the service in a short time than all can remedy in twice that length of time. Positions in this life are but transitory things, and he who relies on his position to carry him through this world relies on a very flimsy support. We have seen the man who has signed himself superintendent, ask a conductor (who was employed under him when superintendent) for a position as brakeman five years after. We have seen him who waived the petty wand of train master, foreman of a section gang one year after, and it was viewed by all as a just punishment for his arrogance in a higher position. We have seen the conductor who had friends at every station on his run, as train master, pass them by without a nod of the head, and we have seen the same man asking for a job of the same men, trucking freight or anything to earn a living, a result of his own arrogance. So let us learn by experience in these matters and be courteous one to another in our every act in the service. What was it that made the late S. S. Merrill and H. C. Atkins of the C., M. & St. P. so popular among all classes of employes? The simple fact that they had a kind word and a civil answer for all; the super-

intendent, the conductor, the engineer, fireman, brakeman and the trackman were all alike to them. They had a warm grasp of the hand for all and they left the scene of their earthly labors beloved by all who knew them, and no man can say in truth that they were not successful railroad men; theirs was an example worthy of emulation by all in every branch of the service.

Every employe from the highest to the lowest will find that it pays to be courteous. A civil answer costs nothing; a pleasant good morning to all is not expensive; we lose nothing by the pleasant grasp of the hand, but we gain infinitely in the surroundings by these little courtesies. In a word, treat all men as men, whatever may be his station or calling, and you will be greatly benefitted, and by these little acts the companies that we all serve will be great gainers.

OUR TRIP.

We left the office on April 14 for an extended trip southward in accord with arrangements made by circular No. 10. We enjoyed a pleasant visit with brothers Rockhold of Division No. 58, and Haywood of No. 28; and arrived in due time at St. Louis, having encountered brother O. F. Johnson of No. 38, as we were leaving the train, and had a few moments with him; he promised to attend the meeting of No. 3, but guess he forgot, as we did not see him there. We had a pleasant meeting with the brothers of No. 3, which was mutually enjoyed by all. Some twenty brothers were present and enjoyed the benefit of the instruction; after the close we had a very pleasant interview with Mr. H. M. Hoxie, vice-president of the Missouri Pacific system. The evening was spent in company with brothers Fitzgerald and Martin, who are as well and hearty as ever. Thursday April 15, at Moberly, where we were met at the depot by brothers John Clark, Slair, Laughlin and many others of Division No. 49, and escorted to the division room where we had a grand, good meeting, brother Clark in the chair. At the close of the session we adjourned to the hotel where all sat down to a fine spread prepared for the brothers. We spent the evening visiting with the brothers. At 1 A. M. were again on the wing en-route for Sedalia, where he arrived at 4:30 A. M., and were soon at Sichers hotel where we were welcomed by brother J. H. Doyle of No. 60, one of the proprietors. Brother Doyle will be remembered as an old time eastern conductor more lately employed on the Missouri Pacific lines between Hannibal and Sedalia. He is the same as ever, jolly and courteous, and is always glad to welcome his old time friends and make new ones. Few men are better calculated to manage a

hotel and Sichers is second to none in the country. At 2 P. M. we repaired to the hall of No. 60 where we met brothers Luke Welch, Andy Brown, J. Patterson, F. L. Mead and many others whose names have escaped us. We had a grand, good meeting, some twenty of the brothers being present. The brothers were all well satisfied with the explanations given in regard to the workings of our Order. At 5 P. M. we were again under way for Parsons, Kansas, where we arrived at 1:30 A. M. There we met brother A. G. White and two brothers of his division. and we were soon at the hotel where after a good morning nap we met brother H. H. Warner of No. 53, and others of No. 161. We adjourned to the hall and spent the forenoon pleasantly with the brothers assembled to our mutual profit and satisfaction. At 12:50 P. M., in charge of brother Ben. B. Brown of No. 53, we were again on the go southward, and here we began to see the first signs of spring time and it is eagerly welcomed after the long, cold winter. At 12:50 A. M. we are at Dennison and were met by brother Loomis and other members of No. 53. At 7 o'clock A. M. Sunday all were astir and among the first to grasp our hand was Mr. G. V. Morford, superintendent of the Missouri Pacific lines in Texas and a brother of our worthy P. G. C. C., John B. Morford of the M. C. R.; we had a very enjoyable visit with him. We were soon at the hall and had a splendid meeting; we were pleased to meet brother F. W. Spencer in our division there; when we last saw him he was not with us. The meeting was presided over by brother H. H. Warner with brother Loomis as secretary. We will not soon forget our pleasant visit to Dennison. At 12:50 A. M. we were again under way for Fort Worth, and imagine our surprise when the conductor came around for our credentials to see approaching us the familiar face of brother John F. Adams of No. 44, and at one time a grand officer; he is well and happy as ever and is still with us. To Fort Worth, and we are met by several of the brothers of our Order; unfortunately brothers Bailey and W. R. Bell were out on the road and could not attend the meeting. We had but a few moments visit with brother Bailey. At 10 A. M. we repaired to the hall in company with brothers J. E. Sculley and Sam'l Proud of No. 51, who with several brothers of his division had come over to attend the meeting; also a delegation from No. 59 headed by brother J. B. Powell, chief conductor and A. Kinnament, secretary and treasurer. Some thirty of the brothers attended the meeting both morning and evening sessions and it was one of the best meetings on our trip. The work was fully exemplified and all questions answered and we believe our meeting was of great good to all. After the close brother Scully gave us a nice ride

behind his trotter for an hour which was greatly enjoyed. At 7:50 A. M. away we go still southward. We spent the day in writing letters, viewing the landscape of Texas and the antics of the new married couple opposite. It is hard to tell which was the most entertaining. We can but remark in passing that the marked improvement in all things in Texas is noticeable everywhere. Some of the prettiest villages and farms we have ever seen we noticed on this trip. At 10:30 P. M. we arrived at San Antonio and was met at the depot by brother Sinclair and others and was soon comfortably located at Hotel Maverick. Our trip from Taylor to San Antonio was made with brother F. McLean formerly of Division No. 16 of London, Ont., who is now a passenger conductor on the I. & G. N. R. We had a pleasant visit with him. At 10 o'clock A. M. we were escorted to the hall of No. 76 and one of the most enjoyable meetings of our trip was held, some fifteen brothers being present. In the evening we were taken out for a drive by brother Sinclair and others, whose names have escaped us; we enjoyed it very much. At 7 P. M. we took the train for Houston and were escorted to the depot by nearly all the brothers who were in on that day. We shall not soon forget their kindness. At 7 A. M., oh, how it rained, when brother Paschal came for us at the depot, but it soon after cleared away so that we had a good attendance. At our meeting we noticed brothers H. P. Mathews, J. S. Paschal, Qualtrough and many others whose names have escaped us, including two brothers from No. 77. We had a grand, good meeting, and we believe it will be a lasting benefit to all who took part. At 5 P. M. away we go for New Orleans in charge of brother W. H. Mann, where we arrived at 7 A. M., and were met at the depot by brothers J. E. Holden and Salmon, and were soon at the St. Charles hotel. At 10 A. M. we repaired to the hall and found about twenty brothers waiting to receive us, and all enjoyed the meeting until 3 P. M. After lunch in company with brothers Carlin, Holden and Salmon, we took a trip out to the West End and spent an hour at the famous resorts there. On our return we went to the Academy of Music and enjoyed "*Esmerelda*." Brother Holden manifested an especial interest in "Mother, you know." Saturday morning at 10 o'clock we took steamer and visited the grounds of the famous exposition, where we spent most of the day visiting and sight seeing. While there we had the pleasure of hearing the far famed Mexican band of seventy-five pieces, all native Mexicans and enlisted soldiers. Their playing was simply wonderful, the nearest perfection we have ever heard. We will not try to describe the exposition; go and see it and judge for yourselves. At 8:50 P. M. we bid adieu to brother

Salmon and the others of the division and started northward. Brothers Holden and Carlin accompanied me, the latter in charge of our train. At 2 A. M. brother Carlin disturbed us from our luxurious couch in one of the palace boudoir cars of the Mann company with the call of "*Meridian, change cars.*" At 10 A. M. we were again in the hall, but this time with Division No. 105; brother Mack Lawrence in the chair (although he had badly strained his ankle the night before) and brother R. E. Harris as secretary. There were some twenty-five brothers present and we had a grand, good meeting. At the close brother Holden and myself were the guests of brother Harris at his pleasant home, for dinner, and our visit there will not soon be forgotten. At 5 P. M. away we go in charge of brother Baker Smith of No. 148, and at 5 A. M. were safe in Chattanooga. At 9 A. M. in charge of brothers F. M. Maxwell of the M. & C. and Chas. F. Gulden of the C., No. & T. P. R., we made a pilgrimage to Point Lookout, where we enjoyed an hour viewing the scenery from that beautiful spot. We imagined we saw as we sat and looked, the marching and countermarching of thousands of brave soldiers and could almost hear the crash of the deadly conflict which shook these same rocks many years ago. Many pleasant scenes also flit through ones mind and before the eye as we sit almost appalled at the beauty and grandeur spread out before us; 'tis a scene once seen will never be forgotten. At 2 P. M. we met some twenty brothers of our Order in their pleasant hall, brother Peebles in the chair and brother R. B. Stegall secretary; brother Stegall will be remembered as one of the staunch workers in the Yard Masters' Association. All enjoyed the meeting and we had a pleasant visit with all the brothers. At 10 P. M. we were again under way and at 7 A. M. were at the Maxwell House in Nashville, where we were met by brothers Latimer and Cowardin, who escorted us to the hall of No. 135, where we met a number of the brothers of that division. The meeting was delayed somewhat to await the arrival of the brothers of No. 133, which I am sorry to say disappointed us in their coming. We had a very enjoyable meeting and one that will be long remembered by all its participants. At the close we all repaired to the Maxwell house where a complimentary spread was prepared and all did ample justice. During the afternoon we were taken for a drive about the city by brothers Cowardin, Wood and another brother, and it was truly enjoyable. The people of Nashville have unquestionably heeded the Scriptural injunction and "built their houses on a rock;" it is rightly named "Rock City," At 7 A. M. we are again under way and at 4:30 P. M. arrived at Cairo, where we met brother Morgan of

No. 149, and a large delegation of No. 18, and we had a grand, good meeting, some twenty-five brothers being present; No. 18 certainly did herself proud on this occasion. At 3:30 A. M. we were again on the go and were pleased to meet Mr. J. D. Morgan of the Passenger Conductors' Insurance, and had a good visit with him. On our arrival at Centralia we were met by brothers J. R. Wright, C. C. Davis, Newell, Borden, Coleman, and many others, and at 12 M. we repaired to the hall and had a good meeting. At the close we all repaired to the Centralia House and sat down to a banquet prepared for the occasion by Mine Host Rexford of the Centralia, which did him credit and was greatly enjoyed by the participants. The welcome was given by Chief Conductor Wright; "*ye editor*" responded to the toast, "The Order of Railway Conductor," and Dr. DeLaney to the "Conductors" and Mine Host Rexford to "Our Host."

We left the brothers at 8:35 P. M., closing our programme for our southward trip; and in closing I can say truly that it was one of the most enjoyable of my life; I was treated from first to last with genuine open-handed, warm-hearted hospitality, and to all of my brothers that I met on my trip I desire to return my sincere thanks for their many little acts of kindness and brotherly regard; and can assure them that we will never forget their kindness on this occasion and may we always live, meet and part with the same brotherly feeling that has characterized our late pleasant reunions. I regret that space will not permit me to go more into detail in regard to my trip I trust the brothers will pardon any seeming slight for we are far from any such intention and we only hope that we may be permitted to meet many times more in the same brotherly manner.

ST. THOMAS, Ontario, May, 1885.

EDITOR CONDUCTORS' MONTHLY:

DEAR BROTHER: I have read with great interest your editorials in last two issues of MONTHLY on the subject of blacklisting, and although it may be considered presumptuous on my part as a humble member of the Order to disagree with you, I must say that I consider that our Order might be engaged in better business than in assisting the management of any railroad to prevent a brother who might have met with some misfortune, from earning his daily bread. My idea of the matter is this: That when a man engages with a railroad company in any capacity he contracts to obey the rules, regulations, etc., of that company, and in case of any infraction of these rules he lays himself liable to the penalties provided in such cases, such as fines, suspensions or dismissal, and I can answer for one company at least not being at all slack in inflicting these same penalties. In your remarks you cited the case of the president or some other high official who might have betrayed his trust, being published all over the country by the newspapers and compared his case to that of a dishonest conductor. Now,

brother editor, I am as far as yourself from wishing to shield the really guilty, but I claim that blacklisting is not the right kind of punishment and that the railroad company who puts it in practice is assuming the powers of our courts of law. If an employe steals from his employer that employer certainly has a right to dispense with his services, but any further punishment should come not from that employer, but from the law of the land which the offender has broken by his guilty act. And that law provides that a person cannot be punished more than once for the same offense. But I ask you how often would that punishment be repeated in the case of some unfortunate conductor who on making application for a position found his name already in the official's hands with "discharged for causing collision" marked against it, and this to be repeated on every road until he found some superintendent who would condescend to try him, or he left a profession of which he might have proved a better member than ever before, had he been allowed another chance. I have put the case of his being blacklisted for causing collision, but it would be the same thing if his dismissal had been for some more trivial cause, as no superintendent cares to engage a man who comes to him with a bad character. If this is not injustice I for one do not know what to call it, and if so, how much more so, in cases which we see and hear of every day, where employes are suddenly informed "that their services are no longer required," and they are left to fight the world with a bad character, or with no character at all, which would be worse still for his chance of securing a situation, if blacklisting ever gets its full swing. To my mind it is a relic of the old barbarous law, which for certain offenses prescribed the penalty of branding, clipping ears or chopping off a hand, in order that wherever that man might go he would be marked as a criminal. The civilization of the world has demanded that all such brutal punishments be abolished, and I think I am not going too far in saying that the rank and file of our railway employes are too intelligent to submit quietly to a system which would reduce them to a condition of semi-slavery. It is putting an enormous power in the hands of a body of men, who at their very best are but human, and therefore liable to err. In my opinion it is better that a guilty man should escape punishment than that a man should suffer for that which he is not guilty of. I willingly concede that our Order or any other society, has a perfect right to publish in their organ, any member, who after fair trial has been found guilty of offenses against that Order, but I cannot help thinking that we would be better fulfilling the object of our Order in helping a fallen brother to rise, than in pledging ourselves to assist any railroad company in hunting a man from pillar to post, especially when they are perfectly capable of taking care of themselves, and are not at all likely to ask us for any help in such matters. If you will allow these few remarks space on your pages, I think it may perhaps be the means of causing some better qualified member to ventilate his opinions and thus create a discussion on a subject which is of vast interest to our profession. With best wishes for continued prosperity of the CONDUCTORS' MONTHLY, I am sir, Yours truly in P. F., TEE CEE.

We take pleasure in presenting the above from one of our worthy brothers; while there are some vulnerable points in his arguments, yet there still remains in the arguments we have given, some points unanswered by the self-constituted champions of the opponents of this system. We have presented them to show that men of that class simply desire to cater to the

prejudices of men for their own benefit financially, and we shall not recur to the matter again unless some new points are brought out, but will be glad to publish the views of any of our brothers who desire to express them.

And now permit us to say that the *Order of Railway Conductors, the Railway Conductors' Monthly*, and its *editorial staff* are not now, or never have been in favor of any system that degrades or hinders the progress of employes, and we defy any man to point out a sentence of ours that makes such a statement.

We have been in the service and have genuine sympathy for our associate employes; and our sympathy is not stimulated by any monied consideration or expectancy of future gain.

EDITOR MONTHLY.

DEAR SIR: May 3 found us at Corning, N. Y. in special session of the Grand Division for the purpose of organizing a division of our Order. With the able assistance of the following brothers we had a very interesting session: Brothers W. L. Collins, P. G. C. C.; C. A. Burr, C. G. A. C. C.; B. F. Smith, D. G. S. and T.; H. Hurty, D. G. S. C.; J. B. Judd, D. G. J. C.; C. E. Stickles, D. G. I. S.; D. Becker, D. G. O. S.; all from Division No. 9 except brother Smith of No. 8. Also brothers D. Seaburg, S. E. Stage and C. W. Abbott from No. 9, were visitors. The first and second degrees were worked to the satisfaction of Messrs. Doolittle, Keating and Daniels. Ten were admitted by card. The following were elected officers: J. A. Dunham, C. C.; R. E. Maleady, A. C. C.; Geo. Weeks, S. and T.; J. A. Carlton, S. C.; P. J. McGannon, J. C.; L. F. Cawley, I. S.; J. E. Garrison, O. S.; W. H. Doolittle, correspondent. Division will meet first and third Sundays of each month at 2 P. M. Yours truly in P. F.,

C. A. WOOD, D. G. C. C.

ASHTABULA, O., April 1885.

C. S. WHEATON:

DEAR SIR AND BROTHER: On April 26, with the able assistance of O. W. Crooks of Division No. 62 and J. Francis of Division No. 100, we organized Licking Division No. 166, at Newark, O., with the following charter members present: H. W. Connors, J. R. Ellis, J. H. Moore, C. M. Reed, O. W. Stanton, A. Willie, E. P. Wray, J. G. Larkin, A. B. Clark, J. H. Larkin, W. P. Crouse, D. W. Hartman, W. C. Smith, M. Shafer. and J. O. Shaughnessy.

A special meeting of the Grand Division was called at 10:30 A. M., and after the above named charter members had answered the usual questions satisfactorily, they were obligated in the first and second degrees and duly instructed; after which a recess of one hour and thirty minutes was taken for dinner.

Business was resumed at 2:30 P. M. to complete the organization. The Division was opened in regular form with the following brothers in the chairs: R. Bycraft, C. C.; J. R. Ellis, A. C. C.; O. W. Crooks, S. and T.; J. H. Larkin, S. C.; O. M. Stanton, J. C.; H. W. Conners, I. S.; C. M. Reed, O. S. The work was exemplified on brothers J. H. Larkin and D. W. Hartman in the first and second degrees, after which the election of officers took place, brothers Crooks, Reed and Larkin acting as tellers. The following brothers were elected: H. W. Conners, C. C.; J. R. Ellis, A. C. C.; J. H. Moore, S. and T.; C. M. Reed, S. C.; O. M. Stanton, J. C.; A. Willie, I. S.; E. P. Wray, O. S., and H. W. Conners correspondent for the MONTHLY. The new officers were then duly installed with R. Bycraft as installing officer and brother Crooks as Marshal. The Division was then given its name, time and place of meeting as follows: Licking Division No. 166 meets first Tuesday and third Sunday of each month.

A recess was then taken until 8. P. M., when the brothers met and spent the evening in speech making and a general good time. Several members will take our insurance and others promise to subscribe for our MONTHLY. Division No. 166 starts out with unusually fine prospects; there is a first class set of members and they look as though they had come to stay.

We are under many obligations to the officers of the B. & O. and other superior officers for their kind courtesies; also to the proprietors of the Tubbs house in Newark for favors. All of which is respectfully submitted by

Yours in P. F.,

ROBERT BYCRAFT,

Deputy.

J. A. Thompson has been placed in charge of trains Nos. 3 and 6, vice W. B. Price promoted to assistant superintendency of the D. L. & W. R. We have known Mr. Thompson for years; fifteen years ago we were sent by Train Master Fitch of the Northern Central to take a place on Mr. Thompson's train as brakeman. He was then a passenger conductor on that line running between Elmira and Williamsport. Recurring to this fact stimulates many pleasant recollections of the past. We wish Leck every success in his new position.

Ladies' Literature.

GROWN-UP LAND.

Good-morrow, fair maid, with lashes brown,
Can you tell me the way to Womanhood Town?

Oh, this way and that way—never stop.
'Tis picking up stitches grandma will drop,
'Tis kissing the baby's troubles away,
'Tis learning that cross words never will pay,
'Tis helping mother, 'tis sewing up rents,
'Tis reading and playing, 'tis saving the cents,
'Tis loving and smiling, forgetting to frown,
O, that is the way to Womanhood Town.

Just wait, my brave lad—one moment I pray,
Manhood Town lies where—can you tell me the way?

O, by toiling and trying we reach that land—
A bit with the head a bit with the hand—
'Tis by climbing up the steep hill Work,
'Tis by keeping out of the wide street Shirk,
'Tis by always taking the weak one's part,
'Tis by giving mother a happy heart,
'Tis by keeping bad thoughts and actions down,
O, that is the way to Manhood Town.

And the lad and the maid ran hand in hand
To their fair estates in the Grown-up Land.

—Black braid is used to trim all cloth dresses, irrespective of their color.
The buttons are also black.

—Small bonnets are much admired, as they solely are considered in good taste for visiting toilette, carriage drives, etc.

—The positive, comparative and superlative degrees as to getting on in the world are—"Get on," "get honor," "get honest."

—The slightly pointed bonnets end hats are the most favored shapes. Velvet and ribbon bows are used to trim many of the street hats.

—A Newark schoolmarm addressed her scholars as follows: "Children, I'm going to be married to-morrow, and, after then, you must address me as

Mrs. Clay." They wondered what on earth made her blush so until she added: "If any of you dare allude to me as Mrs. Mud I'll take down my XX rattan and make the dust fly."

—White is to be the fashionable color this year for summer resorts. Several belles are having dozens of white dresses made. Cashmere, flannel and nun's veiling elaborately trimmed with silver braiding, are to be worn for the morning, as well as pique, linen, crazy-cloth and muslin. Fine mulls, batistes and lace dresses are for the afternoon, and silk and satin for the evening.

—A class in mental arithmetic was questioned concerning the number of men required to perform a certain piece of work in a specified time. The answer given was "twelve men and two-thirds." A bright lad perceiving the oddity of two-thirds of a man, instantly replied: "Twelve men and a boy fourteen years old"—fourteen being two-thirds of twenty-one, the legal age of manhood.

—MOW-ER AND POW-ER.—It has been discovered that the New York girl speaks of her mother as Mar-r, with a jerk on the r. The Boston girl says Mummer and Pupper, while the Chicago girl designates her parents as Pop and Mom. In Philadelphia Muther or Mow-er is the correct way of addressing *mater-familias*, while "Power, bring me home a box of caramels like a dear old dad," is a very common expression.

—Twenty-three years ago, or thereabouts, a family of three persons—father and mother and young daughter—occupied the ground floor of a modest two-story cottage in the outskirts of Brooklyn. In the front room the husband and father plied his vocation, that of custom tailor, and residents of the neighborhood become familiar with the face and figure of the man who stitched diligently away summer and winter at his trade. One day his wife came in to ask his assistance in the matter of cutting an apron pattern some neighbor had loaned her. He took the pattern and cut one after it, making use of his accurate tailor system in the operation. Pending his wife's demand for it he pinned the duplicate against the window and went on with his work. A lady in passing noticed the pattern, and, entering the shop, asked if it was for sale: Reflecting instantly that it would be easy to cut another, he replied that it was, and the price 10 cents. The purchase was made, another pattern cut and again the window ornamented. Before night two more patterns were disposed of, and from that simple beginning grew an industry which has developed into one of the great enterprises of the day and brought a large fortune and wide fame to its founder, Mr. Buttrick.

Yard Masters' Department.

The attention of all yard masters is directed to the call for the annual meeting of our association in Philadelphia on June 10, at 10 o'clock, A. M., for the purpose of transacting the business of the association, and we hope delegates will attend from every division.

The report of our Grand Secretary presents a very flattering condition of affairs and all are to be congratulated on the success for the year, which shows a net gain during the year of 373, against a gain of 203 last year, showing a net gain of the two years of President Campbell's administration of 576; members which added to the then 706 members we have the 1,282 members of to-day. This shows that some good work has been done and it further shows that yard masters are not afraid of the laws or principals of the association, and it should teach all that when laws are in force that we can be successful under them, we should make ourselves *more* successful under the same laws. We hope the association will extend the benefit to 1,200 at their meeting in June in order that its members may get a larger amount when paid. Not one of us but will pay \$1.00 cheerfully when asked for the relief of a worthy member or his family, so let us make it as large as possible. The MONTHLY has tried during the year to speak for the yard masters and in their interests and have done what little we could to advance the interests of the association. We have had ready space at all times to advance their interests and we would have given double what we have, had we been called on by the members to use it. Whatever may be the course of the convention in regard to the MONTHLY we shall always continue to work for the good of our associates in the service, and while we do not wish to take undue credit we know some of the gain to our association has been made on account of the MONTHLY. At Atlanta we offered our right hand to our associate railroad employees and it will not be withdrawn. We desire to thank all members who have favored us with matter for publication, and support during the year. We hope to meet you on June 10 and have a pleasant reunion, finding the same old faces and many new ones in attendance, and may our association double its members in 1885-86.

PRESIDENT'S OFFICE,)
DEKRY, PA., May 1, 1885. }

GENTLEMEN:

The Eleventh Annual Convention of our Association will convene in Philadelphia, Pa., Wednesday, June 10, 1885, at 10 o'clock A. M., for the purpose of electing officers for the ensuing year, and transacting such other business as may come before it.

I most respectfully refer you to the annexed report of our secretary and treasurer, which shows the healthy and prosperous condition of the Association. Few could expect so much, and certainly none could expect more.

It is earnestly desired that each division shall send their full number of

delegates, as business of importance will come before the meeting. Delegates are requested to wear the usual badges, designating the name and number of their division.

Arrangements have been made with the St. Cloud Hotel, at special rates, and headquarters will be made at that house. We also expect to get special rates at one or two other first class hotels for delegates.

We hope to have a large delegation and that many will be accompanied by their ladies. All visiting yard masters will be made welcome.

Yours, very respectfully, J. C. CAMPBELL,
President.

SECRETARY AND TREASURER'S ELEVENTH ANNUAL REPORT.

INDIANAPOLIS, Ind., April 30, 1885.

Number of members, April 30, 1884.....	910
Number of new members since April 30, 1884, to April 30, 1885	477
Number of members forfeited membership for non-payment of dues...	96
Number of members deceased.....	7
Number of members voluntarily withdrawn.....	1
Number of members resigned.....	1

Total membership.....1,282

RECEIPTS.

Cash in treasury, April 30, 1884.....	\$1,358.17
Cash received from admission fees.....	964.00
Cash received from assessments.....	7,038.75
Cash received for new certificates.....	50

Total.....\$9,351.42

EXPENSES.

By cash paid Mrs. Wm. S. Robertson.....	\$ 780.00
“ “ Mrs. R. B. Putnam.....	840.00
“ “ Mrs. Dennis Quaid.....	820.00
“ “ C. D. Smith, assignee of Frank Guthrey.....	800.00
“ “ Mrs. Alice Leonard.....	1,000.00
“ “ Mrs. Martha E. Spargur.....	1,000.00
“ “ Mrs. Mary Brown.....	1,000.00
“ “ for postage.....	83.25
“ “ for printing.....	241.00
“ “ for stationery.....	3.10
“ “ for stenographer.....	20.00
“ “ for Secretary and Treasurer's salary, 1883.....	725.00
“ “ for express, etc.....	1.55
“ “ for one quarter of Sec. and Treasurer's salary, 1884..	375.00
“ “ for use of hall at Atlanta, Ga.....	20.00
“ “ for new certificates.....	50.00
Balance in treasury.....	1,592.52

Total.....\$9,351.42

JOSEPH SANGER,
Secretary and Treasurer.

Legal Department.

LEGAL POINTS.

(g.)

Common Carrier—Damages—Interest.—Where goods are entrusted to a carrier, and they are not delivered according to the contract, the value of the goods with interest thereon from the date when they should have been delivered, is the measure of damages. In this case the interest so payable is the legal rate, eight per cent.

Houston, & T. C. R'y Co. vs. Jackson. Texas Supreme Court, Jan. 1885.

(h.)

Passengers Alighting from Train in Motion.—A passenger who gets off a railroad train at a station while it is in motion and is injured, is guilty of negligence, and cannot recover damages for an injury caused thereby.

McClintock vs. Pa. R'y Co. Pennsylvania Supreme Court, Feb. 1885.

(i.)

Temporary Brakeman.—In Iowa it is held that a conductor has the right, when necessary, to employ a brakeman, in place of a regular brakeman who is absent; and such brakeman temporarily employed thereby becomes an employe of the company, and is entitled to recovery for damages received through the negligence of a co-employe.

Sloan vs. R. R. Co., 62 Iowa, 728.

(j.)

Injury from Co-Servant.—In Missouri, to enable a servant to recover of the master for injuries caused by the act of the servant, it is not sufficient to show that the fellow servant was incompetent, and that the master was guilty of negligence in employing him. It must also appear that the fellow servant was guilty of some act of negligence or unskillfulness directly contributing to the injury.

Kersey vs. R. R. Co., 79 Missouri, 362.

(k.)

Backing Train.—Where a brakeman, when about to make a coupling, was authorized by the custom in such cases to believe that the train would not be backed until he was ready, and so signaled, *held*, that it was negligence in those who had charge of the train to back it without such signal; and that the company was liable.

Administrator vs. R. R. Co., 62 Iowa, 167.

(l.)

Negligence—Incompetency and Intoxication of Fellow Servant.—In this

c

case plaintiff was employed as a laborer in defendant's quarry, and was injured by the rebound of an iron wedge which he was holding in accordance with the orders of defendant's foreman; that such rebound was caused by another of defendant's employes pursuant to an order of said foreman who it was alleged was incompetent, because of habits of intoxication; that the defendant knew of such incompetency and intoxication and had known it for some time. In an action for personal injuries it was *held* that the defendant was liable.

Maxwell vs. Hannibal & St. Joseph R'y Co., Missouri Supreme Court, March 1885.

(m.)

Train Service—Leaving Valve of Engine Open—Frightening Horses—

Where a railroad company unnecessarily leaves in its yard a locomotive-engine with a valve attached, which opens automatically whenever steam to the amount of 100 pounds is raised, and so near the crossing of a public highway as to frighten horses upon such highway, it is guilty of negligence.

B. & O. R'y Co. vs. Administrator, Ohio Supreme Court, Jan. 1885.

Employe—Contributory Negligence.—1 When an employe of a railroad company was sent on a wrecking train to assist in removing the debris of a wrecked train from the track, instead of taking his seat in the car, in violation of a published rule of long standing, entered the locomotive and took a seat with the fireman just in front of the latter, where he remained until a collision took place with a freight train and he was killed, it was held that he was guilty of such negligence in taking an extra hazardous place as to bar any right of action by his personal representative, notwithstanding the negligence of the servant in charge of the train.

2. It is not true as a general proposition that in actions for personal injuries caused by the defendant's negligence, the contributory negligence of the injured party will constitute no defense, when the latter's negligence is an element or factor in producing the force causing the injury complained of. It is sufficient if his negligence materially contributes to the injury, whether it contributes to the force causing the injury or not.

3. A person who voluntarily and unnecessarily places himself in a well known place of danger to life or body, but for which position he could not have been injured, and he is injured or killed in consequence of such exposure, even through gross negligence of the defendant, if his act is not wanton or willful, is guilty of such contributory negligence as to preclude any recovery by him or his personal representative.—[Abend v. Terre Haute & Indianapolis Railroad Company. Supreme Court, Illinois, September 27, 1884.—*Railway Age*.

Mentions.

—To H. S. C.—*No*, brother F. E. Ketchum is not mayor of Huron. He would have been but was short on votes. So the *Huronite* says.

—Brother C. A. Millard and family are now comfortably domiciled in this city and Cal is as happy as ever. They will make this their future home.

—*Chat* borrows "The Old Tin Dipper" from the MONTHLY without credit. Our neighbor should set a better example for the novices of the MONTHLY.

—On the occasion of our recent visit south we were glad to see W. R. Bell again wearing the gold lace of a passenger conductor. Success to you, Billy.

—Brother Wm. Stewart, of Division No. 10, Y. M. M. B. A., left home on the 5th inst. for a trip west. The Brothers wish him a successful trip and a safe return.

—We desire to thank Brother H. A. P. Cronk for his full and complete report of the organization of Division No. 173 at Long Pine, Neb., on Sunday May 10, 1885.

—Brother James Ogilvie attended the union meeting in Chicago. We were pleased to meet him again in the division room. He has our thanks for a copy of his face.

—*Lost*:—The whereabouts of H. D. Dickinson and H. W. Smyth, by Division No. 101. Brother Mansfield hereby calls their attention to Article II of Section 7 of By-Laws.

—Brother W. H. Russell, formerly employed as freight conductor on the Fitchburg railway, has accepted the position of passenger conductor on the Long Island railway. We wish him success.

—Union meetings are being arranged for at Keokuk, Iowa, Indianapolis, Ind., or Logansport, Ind., Cedar Rapids, Iowa, and Utica, N. Y. We hope to be able to attend them all and shall if possible.

—We are in receipt of a fine lithograph chart of the B. L. F., also the official map showing the location of divisions. They are an ornament to office and Mr. E. V. Debs, the officient Grand Secretary, has our thanks.

—We are in receipt of a very handsome case from the M. C. Lilley Manufacturing Co. of Columbus, Ohio, which contains a very handsome set of officers' jewels which are the standard, and for which they have our sincere thanks.

—All members of the Order will please read the letter of brother W. L. Collins, P. G. C. C., in our Fraternal department, and if you feel as we do it amply repays you for the little amount contributed, and we can only wish it were more.

—Two handsome photographs of locomotives built by the Brooks Co., adorn the walls of our sanctum, for which Secretary Hinman will please accept thanks. One is a photo of a "ten wheeler" lately delivered to the B. C. R. & N. R'y.

—We were in receipt of an invitation from United States Commissioner C. J. Barlow to attend the ceremonies in honor of the state of Louisiana on April 30, and regretted that I could not be present. He has our thanks for the kind invitation.

—We are in receipt, through the Passenger department of the Northern Pacific railway, of two fine pictures of scenery from the famous Yellowstone Park; for which we return our sincere thanks. They add much to the beauty of our office rooms.

—We are pleased to chronicle the promotion of brother W. B. Pierce of Binghamton Division No. 154, to the position of assistant superintendent of the Cayuga division of the D. L. & W. R. under Superintendent W. F. Halstead. We wish him success.

—While listening to the music at the exposition in New Orleans, who should stroll by but Brother W. R. Klopel, of Stratford Division No. 15. We had a pleasant chat. He was enroute for Florida. We hope he had an enjoyable trip and returned safely to his home.

—When in Fort Worth we had a few moments pleasant chat with the editor of the *Rail and Wire*, a live railway periodical published there. We had hoped to have a copy ere this, but as it is not at hand will defer comment until it reaches us, although we have seen a copy.

—We have been the recipients through the kindness of Cone, Wolf & Co., No. 29 First Avenue, Cedar Rapids, of a nice clock for our office. It has been duly placed and we hope in future to be on time. Messrs. Cone, Wolf & Co. are the leading jewelers of this city. They have our thanks for their present.

—The fifth annual ball of Lone Star Division No. 53, was held at the opera house in Dennison on May 1. We have not received any report from it but judging from the programme all must have enjoyed themselves immensely; at least we hope the brothers were abundantly successful both financially and socially.

—Brother H. S. Chapman left his home at Lockport, N. Y., on the 12th of May for an extended trip to Portland, Oregon. He was accompanied by his wife and daughter. He will (as deputy) visit the divisions of our Order on the line of the Northern Pacific Railway. The Monthly wishes him a pleasant trip and safe return.

—The Executive Committee of the Order will meet in the office of the Order at Cedar Rapids, Iowa, on Friday, May 29, for the purpose of examining the books of the Grand Secretary and Treasurer, and other business that may come before them. Brothers J. S. Randolph, J. N. Robinson and H. Hurty are the committee.

—Brother A. A. Velie and wife have just returned from the sunny south, whither he goes every winter to look after his interests there. While there they spent a week at the World's exposition at New Orleans. They returned greatly benefitted in health. Brother Velie is now on his run between Chicago and Dubuque.

—During the progress of arranging for the organization of a division of our Order at Newark, Ohio, one A. G. Engelhart collected some \$35 from the brothers and failed to remit or account for the same, and the organization was delayed some time on this account, and as he still retains it, it would be well for all to be careful how they trust him in the future.

—The cabooses of the B., C. R. & N. Company are being equipped with a brand new speed recorder's "Dutch Clock" as they are familiarly called. We suppose the boys will be very proud of their new assistant. We hear Brothers Garrison, Hallihan, Parker and others are practicing daily with

dumb bells in their cars, getting ready to grind them down the hills to accommodate the clock, you know.

—Mr. Tom W. Evans, the well known B. N. Y. & P. passenger conductor, has resigned his position, and has accepted the position of depot master at the new and elegant passenger depot just completed on Dearborn street, Chicago. Mr. Evans has been a trusted official of the B. N. Y. & P. R. R. for nearly twenty years, and his hosts of friends in Pennsylvania and New York will wish him success in his new position.

—We desire to call the attention of members of the Order to the advertisement of M. C. Lilley & Co. We have personally inspected the regalia and jewels manufactured by them: they are reasonable in price, excellent in quality and exactly correct in design. We advise members and divisions in need of anything in their line to write them for circular and prices. They will send goods to divisions subject to inspection, with privilege of returning if not satisfactory.

—Brother H. S. Chase was a pleasant caller at our office on May 12. He found the office after looking all day for it, and for the information of all who wish to find us when in the city, can do so by calling us by telephone from any of the hotels, the call is No. 247. When brothers come to the city we can be found at the Northwestern Hotel across the street from the depot, which is the hotel headquarters for the Order in the city. Mr. Silloway is always glad to see the boys and tries his best to make it pleasant for all.

—*To All Passenger Train Conductors:* This company is the only National Association of Passenger Train Conductors, and you are invited to become a member of it. It is purely a mutual concern on the assessment plan. Its cheapness recommends it and there is *no disability feature*. You must die to win. The Fourteenth Annual meeting will be held at the West Hotel, Minneapolis, Minn., on the 26th of May, and you are cordially invited to be present. Write me to Lock Box 1,115. WALTER LACKEY, Philadelphia, Pa.

—The meeting of the commission to which was assigned the duty of investigating the matter of a permanent location of the headquarters of the Order and the location of its officers, will meet at the general office of the Order in Cedar Rapids, Iowa, on Monday, June 1, at 10 o'clock A. M. The committee consist of brothers H. Hurty, chairman; W. C. Cross, John E. Harnest, J. E. McCarthy, Geo. E. Pennock, E. Hamilton and Charles Stuart. All brothers of the Order are cordially invited to be present at this meeting.

—Attention has just been called to the fact that no report of the organization of a division in the City of Mexico has ever been published in the MONTHLY. It is an oversight for which we cannot account, as City of Mexico Division No. 159, was organized there January 8, 1885, by brother J. B. W. Johnston, who submitted an excellent report. The division and its membership is a credit to the Order and it will make itself known although overlooked by the MONTHLY. The chief conductor is J. T. Marr, secretary and treasurer, H. H. Greenleaf, and the address Lock Box 256, City of Mexico, Mexico.

—We are advised that Terre Haute Division, No. 10, Y. M. M. B. A., held their regular meeting on May 5 at which Messrs. Wm. Stevenson, G. C. Leek and J. R. Johnson were selected representatives to the annual meeting on June 10 at Philadelphia. G. W. Howard was elected Alternate. This Division has been very successful for the past year, it has added twelve members making a total membership of twenty-four. The members of No.

to extend the right hand of fellowship to all members of the Y. M. M. B. A. and Order of Railway Conductors through the land.

—Division No. 97 issue a call for a union meeting of divisions in their neighborhood, on Tuesday, May 31, 1885, at 10 o'clock A. M. We very much regret that we cannot get there, but our appointments will not permit, as we have to be at the office to meet the Executive Committee on May 29 and 30, and commission on permanent location June 1, but we will try and be represented there as at Fort Worth, by our deputy. We are glad the brothers are holding these meetings, as they are very beneficial to the Order. We wish the brothers every success in their meetings.

—Among the visitors to the *Union* yesterday was C. S. Wheaton, of Cedar Rapids, Ia., grand chief conductor of the Order of Railway Conductors. Mr. Wheaton is visiting the South on a tour of inspection of the divisions of the Order. He is very much pleased with its conditions and prospects. It now numbers nearly 8,000 of the picked men among the railroad conductors, and is doing very much to produce an *esprit de corps* and to elevate the moral and personal condition of its members. The *Union* can but wish them success and prosperity in their efforts.—*Nashville Union*.

—One of the most valuable acquisitions to our library is the *Cyclopædia of Practical Quotations*. It is a work compiled by J. K. Hoyt and Anna L. Ward and published by Funk & Wagnalls, Nos. 10 and 12 Dey street, New York City. We can without hesitation pronounce it the best work of the kind we have ever seen and find it an invaluable friend. It is a book of 900 pages and can be had in prices from \$5 to \$8. It should be in every home. The same publishers are issuing a historical chart that is of great value to all as matters of history are so arranged in order that they may be turned to in a moment.

—*The Railway Times* come to us this time as a weekly paper, and it is one of the newest railway publications that comes into our office. Brother Winter being a practical railroad man we believe fully understands the wants of his class, and we further suggest that if railroad men have a desire to read they can find an abundance of reading matter devised and published by men of their own class who have a true desire to benefit their associates and it is our duty to assist one another as much as we can. Brother Winter has left his position as conductor and yard master to take up the pen and shears and we certainly wish him abundant success in his new position.

—We are in receipt of a call and invitation on part of Division No. 57 at Fort Worth, Texas, to attend a union meeting of all the divisions in the state of Texas, on Tuesday, June 15, at 10 o'clock A. M., and we regret that we can not make it possible to attend, as our appointments at Cleveland, June 7, Philadelphia, June 10, and Harrisburg, June 14, will make it impossible, as we cannot get from Harrisburg to Fort Worth in the time allowed. However, we will hope that the meeting will be well attended. We will not soon forget the warm hearted hospitality of our Texas brothers, and had we our choice in the matter we would be in Fort Worth on Tuesday, June 15.

—In his very pleasant account of "A Trip to Mexico," Mr. J. Margasi tells as follows how a telephone conversation is conducted in the polished Castilian tongue: "The regular response from the central office to a telephone call is 'Mandensted,' which is equivalent to 'at your command.' Then preliminaries are gone through something as follows: 'Good morning, sen-

orita; how do you do?' 'Very well, I thank you; what service may I render you?' 'Will you kindly do me the favor of enabling me to speak with Don So-and-so, No. 857?' 'With much pleasure,' etc., and when the connection is made the usual polite introductions are gone through before proceeding to the business on hand.—*Exchange*.

—We have arranged to leave the office on Friday, June 5, for the east, to meet the divisions of Ohio in union meeting at Cleveland on Sunday, June 7, thence to Philadelphia to meet the Yard Masters' Mutual Benefit Association on Wednesday, June 10, Harrisburg, Penn., June 14, to meet the divisions in Pennsylvania, thence to Elmira, where we expect to spend a week of our vacation so kindly granted by the Grand Division. During our stay, however, we have given the brothers at Utica, N. Y., a date for union meeting of all the divisions on the line of the N. Y. Central R'y, June 21, and from thence we return to the office, and expect to get out again in July. Our first meeting will be at Keokuk, Iowa. Should Indianapolis Ind., be ready for the union meeting we will give them a date.

—Conductor Pat Lyman, the rattling railroad man who had both his legs broken in the Hubbell wreck last June, left for his home in Atchison yesterday, after a visit of several days with friends in Lincoln. The boys were glad to see him about, even with cane and crutch, and in bidding him good-bye the hope was expressed by many that when next he comes this way it will be without the help of such machinery. His health is good, however, and aside from his lameness he is the same jolly and joyial Pat Lyman that he was before the terrible accident in which the pale horse and rider passed him by so narrowly.—*Lincoln Journal*. Brother Lyman was the first chief conductor of No. 95, and we are glad to learn that he is again out of the house and nearly ready for work.—[Editor. -

—The following notice has just come to hand signed by Mr. Percival Lowell, general passenger agent, Burlington Route, and approved by Henry B. Stone, general manager: "Chicago, May 10, 1885.—Mr. E. A. Sadd has been appointed General Baggage Agent of this company, with headquarters at Chicago, Mr. W. B. Starring having resigned. This appointment to take effect May 15." This appointment could not have fallen on worthier shoulders. Brother Sadd is one of the oldest passenger conductors in the service of the C., B. & Q. Company, and has served them in all capacities, and will enter upon the discharge of his duties with the best wishes of his thousands of friends all over the country and *all* his brothers, as he is one of the men in this world who is to be congratulated, as we have never heard a person speak ill of him. The MONTHLY desires to add its congratulations and that of the entire editorial staff.

—There are numerous orders and societies in the city, among which is Rock City Division of the Order of Railway Conductors. This division is one of the most prosperous of the Order. It was organized less than a year ago, and now numbers over forty members with several petitions awaiting action. This is composed of the best material among the railroad conductors running into Nashville, none being admitted except those who are actually acting as conductors and have been so for five years, and who are moral, temperate and of good repute. The object of the Order is to keep its members thus by mutual encouragement and support, and to maintain their moral and social standing. There is no more efficient aid to the officers of a railroad in promoting friendship and good will between themselves and their men, in maintaining discipline, pride of position and atten-

tion to duty and encouraging temperance, industry and fidelity than this and similar organizations, and none more deserving their aid and good will.—*Nashville Union.*

—"Will you be kind enough to take that grip-sack off that seat?" said a countryman, who got on a train at Luling, Texas. "No, sir; I don't propose to do anything of the sort," replied the drummer, who was sitting on the other side of the seat. "Do you say that you are going to let that grip-sack stay right there?" "Yes, sir; I do." "In case you do not remove that grip-sack I shall be under the painful necessity of calling the conductor." "You can call in the conductor, the engineer and the brakeman if you want to. Perhaps you had better stop at the next station and send a special to Jay Gould himself about it." "The conductor will put you off the train." "I don't care if he does. I am not going to take that grip-sack from that place where it is." The indignant passenger went through the train, and soon returned with the conductor. "So you refuse to remove that grip-sack, do you?" asked the conductor. "I do." Great sensation. "Why do you persist in refusing to remove that grip-sack?" "Because it is not mine." "Why didn't you say so at once?" "Because nobody asked me."—*Texas Siftings.*

—The May number of the RAILWAY CONDUCTORS' MONTHLY is on the editor's table. Brother Wheaton has surpassed himself in this issue, as it is at once a good volume, interesting and instructive, cleverly compiled and competently edited. The article on the "blacklist" system is of especial interest to all honest conductors, and those conductors who are not honest are exceptions. The mission of such a regular visitor as this railroad magazine must have a beneficial effect among the members of the Order. There is no class of men more respected in the community. In times past to be a conductor on a railway train was to be a man liable to be pointed at as having his hand in the treasury of the company; but by their own efforts to remedy this evil, the conductors have, through their brotherhood, attained so high a standard of manhood that now-a-days he is a presumptuous man who will insinuate dishonesty against the Order as a class. Like any other calling, there may be and doubtless are, black sheep among them, but these same black sheep are spotted by the honest conductors themselves, whose own exertions have made the record so clean. There is no class of men in our mind who so fitly express, fully, the ideas of manly men, as do railway conductors, honest amid temptation, sober, devoted to their families, intelligent and capable. With such general traits of character as these, the Order of Conductors may well take unto itself justifiable satisfaction.—*Elmira Sunday Tidings.*

—We have been asked many times how many permanent members we now have in the Grand Division and their avocations. As it has been represented that nearly all were officers of railways we desire all to know the exact facts in the case. They are as follows: Wm. L. Collins, No. 9; John B. Morford, No. 54; Ben Arnum, No. 13; Calvin S. Wheaton, No. 9; Harrison S. Chapman, No. 2; Isaac F. Davidson, No. 37; Frank Rosencrans, No. 52; F. Charles Aechternacht, No. 58; Henry Shew, No. 40; Winfield S. Dunn, No. 12; Michael Ryan, No. 54; Edgar B. Hunt, No. 32; E. Olin Soule, No. 58; Samuel H. Defries, No. 17; James Ogilvie, No. 27; Cyrus A. Stanchfield, No. 21; Joseph H. Kimball, No. 52; Charles R. Ashton, No. 31; Luther R. Carver, No. 38; William J. Jackman, No. 2; Sam A. Herman, No. 31; William P. Daniels, No. 58; Richard E. Fitzgerald, No. 3; Joseph H. Archer, No. 14; Andrew D. Brown, No. 60; Eathen A. Stone, No. 42; James

C. Whissen, No. 9; Edward L. Fay, No. 30; John S. Randolph, No. 29. Brothers Collins, Shew, Ryan, Kimball, Whissen, Wheaton and Daniels are not in active service with any company; brother J. B. Morford is superintendent C. S. Division, M. C. R.; brother W. S. Dunn is dead; brother E. O. Soule is train master Pacific Division B., C. R. & N. R.; brother Ogilvie is agent at Hamilton, Ont., for the N. & N. W. R.; brother Ashton is train master for C. & C. R. at Huntington, W. Va.; brother Herman is passenger agent for U. P. R. at Omaha; all the rest are employed as conductors. The prospectiva permanent member is C. A. Millard, yard master B., C. R. & N. R.

—REFUSED TO PAY FARE AND TRAVELED TO ETERNITY.—We clip the following from the Cedar Rapids *Republican*: A special of the 12th from Atchison, Kas., brings the following account of a shooting affray in which L. T. Smith, well known here as an old time B., C. R. & N. conductor, was one of the participants: Winthrop, in Buchanan county, Mo., just across the Missouri river from Atchison, was the scene to-night of a shooting affray, in which the participants shot to kill, and succeeded. Atchison is making an effort to keep out the small pox, that had been spreading among the colored population of neighboring places, and in furtherance of this policy three men were appointed to watch trains for travelers suspected of being afflicted or of coming from a locality where the disease prevails. One of these quarantine officers or inspectors was Perry Yokum. In the discharge of this duty this morning, Yokum got into a quarrel with Conductor L. T. Smith of a passenger train on the Rock Island road. It seems Yokum insisted that his position gave him the right to ride across the bridge without paying fare. The conductor held a different opinion, and enforced his ideas on the subject by compelling Yokum to leave the train. This evening when the train on the return trip stopped in Winthrop, Perry Yokum was on hand reinforced by his brother Henry. The conductor was ready for them. Few words were exchanged. Smith drew his revolver as soon as he sighted the two men, but they had theirs already in position and fired first. Their aim was poor and Smith was unhurt. He returned their fire and there was a perfect fusillade. When the smoke of battle had cleared away, it was found that Smith had lodged four bullets in Perry Yokum's body, killing him. Henry Yokum was not hurt. Smith was shot twice in the arm, but was not dangerously hurt. The shooting created great excitement, and fears of mob violence induced the Winthrop folks to send to St. Joseph, Mo., for the sheriff, who arrived to-night, and has a posse to protect the property of the railroad company and the persons of the employees.

—On Sunday, May 3, occurred the union meeting of the divisions of the Order in Chicago, under the auspices of Chicago Division No. 1, and Stanchfield Division No. 41, and it was an occasion long to be remembered by all its participants. At an early hour the brothers began to assemble, and at 10 A. M. full 150 were in attendance. The meeting was called to order by C. F. Rexinger, chief conductor of Chicago Division No. 1, and was opened in regular form and the incidental business done, after which the meeting of No. 1 closed, and the union meeting was opened by brother C. H. Wilkins of No. 41. The Grand officers present were C. S. Wheaton, G. C. C.; E. H. Belknap, A. G. C. C.; W. W. Flack, G. J. C., and John N. Robinson, member of the Executive Committee. After the opening the Grand officers were introduced by P. A. G. C. C. Wm. Kilpatrick in a neat speech, recurring to the always friendly relations existing between the G. C. C. and himself, and his pleasant relations with all the Grand officers; after which they were received in due form. We will not soon forget the pleas-

ant sight. It was estimated that there were 225 brothers in the room. The work of the order was then taken up in detail and exemplified, the brothers asking many pertinent questions, and all were thoroughly instructed. After dinner work was again resumed, and after the exemplification was complete, speech making was in order. Brother E. Coman, in the chair, called upon each chief conductor in his turn, and all responded. Most notable among them was those of brother A. Vannaman, the oldest member of the Order present; Gillett of No. 79, and last, but by no means least, brother Coman of No. 55. We had expected a list of the names of those present but they are not at hand yet, so must omit them. This was the largest and most enthusiastic union meeting we have ever attended. The following divisions were represented, as far as we can remember: Nos. 1, 3, 4, 6, 9, 11, 14, 18, 20, 21, 22, 26, 27, 28, 31, 33, 34, 38, 39, 40, 41, 42, 43, 44, 46, 47, 48, 49, 52, 55, 58, 60, 61, 63, 66, 68, 78, 79, 81, 82, 83, 87, 94, 96, 97, 100, 101, 102, 103, 106, 110, 112, 113, 118, 119, 120, 125, 127, 136, 137, 138, 141, 155, 163, 164, a total of sixty-five divisions represented at one union meeting. Who can measure the good results of such a meeting? Let us hope to see another ere long at the same place. We return our sincere thanks for the brothers' kindness while in Chicago.

—The Yardmasters' Mutual Benefit Association of the United States and Canadas will hold its eleventh annual convention in Philadelphia, on June 10, 1885. As its title indicates, the Association is a beneficial one, moneys being paid out to the beneficiaries on account of death or disability, such as the loss of a hand, a foot, or both eyes. An assessment amounts to but \$1.00. The Association was formed Feb. 25, 1875, with 34 members, and up to 1881 its work and success were quite fair. About that period, distrust on the part of railroad managers, towards this and other similar organizations throughout the country, appeared to be an impediment to its advancement. Lack of sympathetic support from officials of different roads, a feature which is very valuable to any institution of this character, was painfully observed, and as a consequence the progress of the Association came almost to a stand-still. There was of course a cause for this depression, and at a meeting held in Milwaukee, 1881, a resolution reading as follows was adopted: "Any member who shall engage in a strike, or shall encourage others to engage in one, shall be expelled from this Association, and shall be forever after debarred from becoming a member. His name shall be sent to each division and placed on file. It shall be the duty of the Local Secretary to notify the general officers of the road by which he is employed; also a list of such names shall be kept by the Grand Secretary, whose duty it shall be to notify all Divisions." From the time this measure was adopted the Association received new inspiration, and the railroad companies throughout the United States and Canadas have given it their liberal assistance and helpful encouragement. The Association has doubled its membership during the past two years, and the interest taken in it by its members and others is of such a character as to make the institution's condition one of great gratification. In 1881 about 400 persons comprised its membership; to-day the membership exceeds 1,400. The Association holds its annual conventions for the purpose of electing offices for the ensuing year, discussing matters relative to its by-laws and constitution, building up a closer social feeling, and the interchange of views concerning railroad matters. The officers of the Association are: President, James C. Campbell, Pennsylvania Railroad, Derry, Pa.; First Vice-President, W. J. Kennedy, Illinois Central, Cairo, Ill.; Second Vice-Pres., Justin J. Catlin, Pennsylvania R. R., Jersey City, N. J.; Sec. and Treas., Joseph Sanger, Indianapolis, Ind.—*Railroad Gazette*.

Fraternal.

JUNCTION, N. J., March 23, 1885.

C. S. WHEATON, ESQ.

DEAR SIR AND BROTHER: While recovering from a slight indisposition I thought I would write a few lines to the MONTHLY in reference to the insurance. I have never seen anything in the MONTHLY from the brothers of Division No. 37 on any subject, and while I have never been appointed Division correspondent, I think every division should have one to make the MONTHLY a success; but I am wandring away from the subject. Every man must certainly love his own wife and children better than any other person, then why during his life should he neglect the proper means to leave them provided for when dead. Some four weeks ago I picked up a newspaper and under the heading of "That Fatal Bridge Again," I read that brakeman Jas. Berg was struck by the bridge at East Newark, and almost instantly killed. He leaves a wife and three small children in destitute circumstances. In looking over the charter of Delaware Division No. 37, I find that Jas. Berg was one of the charter members, but through neglect had lost his membership. He was talking about paying up and coming back in again, but alas, he put it off until those dear to him are depending on the cold charities of an unfriendly world. Delaware Division donated the family a small sum of money while his fellow workers on the M. & E. division are making up a purse for them. If this brother had done his duty, to-day his wife and family would have \$2,000 to their credit for many a rainy day. How many more brothers of the Order are doing to-day just as brother Berg done, and leaving theu families in just the same circumstances with not enough to bury them with if they should be brought home dead. Shame on every brother for neglecting to provide for his family. I have belonged to the Insurance since 1881, and have in this time paid out \$18.00. Don't you think I have felt better carrying this light weight and knowing I was leaving something more substantial to keep my dear one with, than sympathy and the cold charities of this world? Wishing the Order and the Insurance God speed, I remain

Yours in P. F.,

W. C. ROWLAND.

MILBANK, 1885.

EDITOR MONTHLY.

You may think by this time that Division No. 99 has lost its corresponding secretary, but he is still on the war path, although a little short of powder. Business is rather dull on the H. & D. this spring, four crews do-

ing the work on the west end with plenty of spare time on hand. We hope for better times, however, even though we should have to wait until after harvest. Division No. 98 moves along in the even tenor of its way, slow but sure. All of the conductors on the H. & D. with but few exceptions, have become members, and each one takes a hearty interest in everything pertaining to the Order. We all enjoy the MONTHLY, as it is both interesting and helpful. There is certainly nothing more strengthening to any worthy organization than the ideas and help of others in the same work. The Order of Railway Conductors is no longer an experiment (if it ever was such) but a living and growing certainty, and as each brother opens his MONTHLY, and looks for the number of the division last organized, and finds the number creeping up towards two hundred, a pleased expression comes over his face and a thankful feeling prevails in his heart that such is the case. We wish the good work "God speed," and hope the Order may grow until it embraces in its ranks every worthy conductor in the land. We are looking forward with a great deal of pleasure to the time when brother Wheaton can arrange to visit this part of the country, and hope a way may soon be opened.

Yours truly in P. F., "H. & D."

BROOKLYN, Iowa, April, 1885.

EDITOR CONDUCTORS' MONTHLY.

Thinking, perhaps, that the Order of Railway Conductors at large would like to hear that Division No. 106 was still alive and kicking, and as I have never seen anything from the pen of our worthy correspondent, I thought that I would let you know that our flag was still there. We organized with sixteen charter members and now have thirty-four members in good standing, all good and true men. All interested in the good cause of our noble order, and have quite a lot of good material left. I think that we have thirteen members of the insurance. We also have quite a list of subscribers to magazines, but am sorry to say not as many as we should have. We have been expecting to see the faces of our good Brothers C. S. Wheaton, G. C. C., and W. P. Daniels, G. Secretary and Treasurer, ere this, to give us some good instructions and advise to encourage us in the good work. I understand that our good Brother E. H. Belknap, A. G. C. C., whom no one could know but to love, was a visitor in our city. I am very sorry that I did not see him. So that I could have had the pleasure of introducing him to all the brothers of Division 106 and show them the kind of material that the officers of the G Division is composed of. We expect to move into a hall the 1st of May where all good members of the O. R. C. will always find the latch string out,

and the members of Division 106 will be too happy to entertain them to the best of their ability. I wish also, in the name of Division 106, to thank Brother Coman, of Kansas City Division, for courtesies and kindness extended to our Brother, S. C. Craig, C. C., of Division 106, while in his city through the columns of the magazine, hoping that in the near future to be able to return the compliment four fold. Yours in P. F. SANDY.

DENVER, Col., April 19, 1885.

DEAR MONTHLY:

Please insert the following in your MONTHLY for the benefit of Division No. 44 and the readers of your valuable paper. Division No. 44 of Denver, met the 12th at 2 o'clock P. M. with a goodly number present. The division numbers a few over 100 and increasing slowly with a good attendance at every meeting. Division No. 84 will be pleased to learn that brother Snyder has been promoted at this place as assistant yard master. Good for him. Members of Division No. 44, are extremely pleased to see our chief, brother Rathburn, at his post again, for he is deserving of it if anyone is. The division closed in due form. Yours in P. F., DEACON.

HORNELLVILLE, April 22, 1885

MY DEAR BROTHER DANIELS:

Yours of April 18th enclosing draft for \$1,726.00 received. O! what a "God send." God bless you, brother Wheaton, brother Millard, brother Hurty and, well I might keep on naming, but I will "lump the job" and say all the members of the Insurance and the Order. They have, in many ways, and at many times, manifested their appreciation of my feeble efforts for the good of the Order, and sympathy for me in my afflictions. Again I say, God bless them all. I am glad to hear through brother Wheaton and the MONTHLY that the Order and the MONTHLY continue to prosper. God grant that the Order may continue to increase in membership and influence for good, not only among conductors, but among railroad men in general. I would write you a more lengthy letter but my heart is too full just now to express myself. I hope we shall meet to clasp hands once again; until then believe me ever

Yours in P. F., W. L. COLLINS.

TRENTON, Mo., February, 1885.

EDITOR MONTHLY:

I am happy to report Trenton Division No. 42, far up the grade with a clean track, a full head of steam and enough resolution and determination aboard to enable her to arrive at the summit of success—her destination—

on time. At a special meeting held September 29, a committee was appointed to secure a new hall for the use of the division. The division at that time was renting and occupying the hall of the A. O. U. W. December 1 the division moved into its new hall, which is located on the second floor of a new brick building, No. 17 Elm street. Our meetings are held on the first and third Sundays of each month at 3 p. m. Visiting brothers cordially invited to meet with us. We boast of having the nicest hall of any division in the west, and second to none in the east. We are pleasantly located, the building, furniture, fixtures and carpeting first class and entirely new. We receive an additional member occasionally. At a regular meeting January 4, brother D. Oliphant presented the division with a full set of satin flags, for which the division thank him and will ever kindly remember him. Also the thanks of Division No. 42, are extended to Mrs. Carrie Clemens and Mrs. Retta Ginn for a new bible presented February 1.

Yours in P. F.,

S. R. G.

NASHVILLE, April 29, 1885,

EDITOR CONDUCTORS' MONTHLY.

DEAR SIR: Rock City Division No. 135 had a very interesting meeting yesterday the 28th, our brother, G. C. C., C. S. Wheaton favored us with his presence for the first time since our organization. We can now realize how necessary it is to have an instructor. It will encourage the members to be prompt and energetic in their efforts to make the Order a grand success in every particular. I hope that brother Wheaton will be so favorably impressed with our city as to make his calls more frequent and his stays more prolonged. He brightened our ideas by his excellent teachings and his gentlemanly and dignified bearing. Unfortunately the attendance was not as large as expected as the Bowling Green Division did not put in an appearance for some unexplained reason. After spending five hours in the division room all the brothers repaired to the Maxwell House, where we partook of an elegant repast presided over by Mr. White the prince of caterers, and by the way we take this occasion through our dear MONTHLY to return our most sincere thanks to the Maxwell House and its accommodating attaches Messrs, Fulton, Hume and Preauds. Mr. Fulton, the genial manager, has always been the conductors' friend. They were untiring in their efforts to please all. The Maxwell is one of the most elegant and commodious hotels in the south. Next in order was a drive around the city to the different places of interest, which was very much enjoyed for it was a delightful afternoon. We also extend thanks to the *Union* and *American* for kind notices

and favors, and especially to Judge Pitkin C. Wright, of whom the Order has not a better friend. I will now close by saying that our brothers, C. C., C. L. Wood and Secretary and Treasurer J. H. Latimer, are to be especially commended for the lively interest they have always taken in the welfare of the Order.

Yours in P. F., ROBT. C. COWARDIN,

PARSONS, Kansas, April 23, 1885.

EDITOR MONTHLY:

Parsons Division No. 161, O. R. C., gave its first annual ball April 8, in the opera house, and had a large attendance and netted about \$30. The Order which is in a flourishing condition had a call from G. C. C. Wheaton Saturday, April 19; there was a special meeting called at 8 a. m. to receive the brother, and was glad to receive a call from him, and brothers that were there did not know that there was so much work in the Order till brother Wheaton done his work in behalf of the Order. I am sorry that there could not be any more brothers present to receive brother Wheaton, but not many brothers were in town. Those that were in town were present, and all well pleased. He departed for the Lone Star Division No. 53, Dennison, Tex., where a state meeting was called. The visiting brothers at our meeting were A. G. White, Van Thorp, F. M. Anderson, J. A. Patterson, all of Fort Scott Division No. 165; Chick Warner from Lone Star Division No. 53. All come again.

Yours in P. F., "C."

COLLINWOOD, Ohio, March, 1885.

TO EDITOR CONDUCTORS' MONTHLY:

DEAR SIR: It is with pleasure we look for and read the MONTHLY upon its monthly visit, for we attribute to this, with other such publications and our railroad orders. the removal of much of the hard name, that formerly was coupled to a railroad man until to-day. The railroad men (so-called) are recognized as a reputable and honorable body of men. Now while much has been done, still there remains a great work yet to be done, as many of our men who work hard for their money, up at all hours, out in all weather, life constantly at risk. with great responsibilities and task of mind and energies, until at the end of the trip. When to relax and find amusement, how many seek the change they need in the false pleasure and counter excitement of the gambling table and destroying glass. We do not say this is the case with all, or indeed the general rule, still it is too often the case, and it is for the purpose of advancing thought and action of my brother railroad men upon this subject the present article is written. The result of such pleasures have been seen so often that it is not necessary again to

describe them. To such the pay car does not bring the comfort it ought, for the money that should go for comfortable clothing, home necessities, or laid away, has to be paid on some "debt of honor," or settle the bill over the bar. Now for practical suggestions as to the removal of this evil. We think could board be had where liquor is not sold one great temptation would be gone. Again can we not among ourselves do something for our own protection by actual definite temperance work, and so prove a blessing to ourselves, the companies and the general public.

ONE INTERESTED.

NEEDLES, CAL., April, 1885.

EDITOR CONDUCTOR'S MONTHLY.

Our very worthy and much esteemed brother, L. W. Roberts, S. & T., of Aztec Division No. 85 O. R. C. has notified me that I have been elected correspondent for the ensuing year.

Now this is all very nice, you may think, dear brothers of the rail, but I do not want the position, and thanking you very kindly for your consideration of my ability, I do hereby tender my resignation as such correspondent, through the columns of our interesting journal.

However, one word to our noble brothers of the Order, scattered over the whole universe, even our own little Division, yet in its infancy, scarcely two years old, has members in half of the states, some having been made superintendents, trainmasters, etc., yet they cling to us with the tenacity of brothers, for we think we have as fine an organization as any in existence. Noble good fellows, gentlemen, every inch of them, and as railroad men understand their business well, in fact, I will say (and after an experience of twenty-five years on the rail) there is no road in the country equipped with a finer body of men, officers, (engineers, firemen, conductors and trainmen in every capacity) than the A. & P.

At its head as general-in-chief is F. W. Smith, who has been with the road from its infancy, loved and respected by all, capable, high minded, of unquestioned ability as a rail road manager. His first assistant, Geo. F. Chalender, stands high in the estimation of the road's attaches. A large man with a correspondingly big heart. W. A. Osgood, division superintendent Colorado division, a scion of the O. R. C., is another. I. N. Horner, trainmaster first and second divisions, headquarters at Albuquerque, is a veteran of the first water. (Twenty years ago we were "boy conductors" together on the "Old Pan Handle," happy days those, want they, Ike.) Then comes our brother Geo. D. Mills, trainmaster of the third, fourth and

fifth divisions, built up from our ranks, (he having entered the service of the company the very same day as myself as brakeman) is a man of untiring energy, experience and in management of trains and men stands "par excellence." A rigid disciplinarian, controlling his men without fear, respected by all, has a thorough knowledge of his business, and having built from the bottom round of the ladder, he knows every inch of it himself. A staunch member of our noble order, (we love him) and think him the coming man. Our passenger and freight conductors are mostly veterans. Among them of the first passenger division is Geo. H. Fraser "Old Red Head," as he is known the world over,) with a heart as big as the man. Jno. Greenleaf and M. B. Hamble with F. P. Morgan as extra. On the second passenger division we find three as good men as ever pulled the cord, with one exception. (Pick him out boys.) F. D. Chamberlain, Thos. Topley (Little Top) and J. Frank Wood with Chas. H. Richardson as extra. On California division E. O. Hedden and Jno. Tway with T. O. Stevens as extra, and am proud to say every man among them are members of our noble Order. On first freight division we find Dave Sifton, Ben Gilman, A. E. Beal, C. A. Berry, C. R. Perry, Wm. Hartman. And second division F. W. Gorham, J. T. Brady, T. P. Secrist, J. M. Jennings, T. J. Pomeroy, J. S. Wolst, M. H. Carley, A. J. Pettegrew extra. Third division, L. W. Roberts, Ed. Rush, J. F. Finley. Fourth or California division, W. A. Moody, A. M. Rice, D. T. Getter, W. A. Platner, H. McDerment, D. W. Williams, Jno. Francis, Frank Foster, "The Kid."

The Canon division, where the grief comes in, has been placed in charge of J. O. Dodge, and every thing works smooth on "Assistant Frank Hill." Frank Wild, in charge of the "Volcanic Cinder Pit" train, is doing good work; in fact, the manner in which work is done, the promptness with which trains score "on time, the very few or may say no accidents, reflects great credit to Mr. Geo. D. Mills as master of trains.

We have so many good men connected with the road I am constrained to mention some of their names through the columns of our valuable medium, for the benefit of friends and acquaintances wondering where they are.

Our very popular Gen'l F. and T. agent, W. C. Dennison. The Prince of Paymasters, A. B. Nelson, with the "Royal Duke" as his assistant. Thos. H. Hayden (the noble fellow,) acting right bower to Assistant Supt. Chalender. H. L. Northrup, chief traveling auditor and first assistant to local auditor, J. J. Blower, who first discovered an animal among the lateral

canons to the "Grand"—he has named the Prox—having two short legs on one side, seemingly formed by nature for running around sidehills—a wonderful freak in nature. T. M. Daly, chief dispatcher and superintendent of telegraph, with our friend Rovina as assistant. Scotty, chief to Train-master Mills, with headquarters at Winslow. McCammon, chief dispatcher 3d, 4th and 5th divisions, with McGuire as assistant. J. A. Woods, (Winslow,) assistant to (supt. motive power) Geo. F. Chalender.

At the Needles (California division) division, Supt. W. A. Osgood has a young army corps of good men. J. W. Waite, chief dispatcher, with J. J. Clarke and one noble boy, Griff, as assistant. Mr. A. R. Barratt, assistant M. M., resigned, (having accepted a similar position on some Boston road). Mr. Frank Spaulding, one of the finest engineers that ever pulled a throttle, has been appointed as his (Barratt's) successor, and is giving the best of satisfaction. (Keep on Frank. I predict for you a very successful future). E. Chase, (sec'y to Supt. Osgood and ass't M. M. Spaulding) is another good one.

Conductor A. A. Jones has again left us. This time, I understand, to take a position in the Mexican army. In fact, there are so many good men associated with the A. & P. it would take the MONTHLY's entire edition to write them up.

As for the road itself, it is, without exception, the best route across the continent; that is conceded by every one that has had occasion to try the different lines. The road-bed, the track, elegant day and night coaches, the scenery along its line—grand beyond description, to-wit: Extinct Crater, (the) "Divalos," Wonderful Canon, Petrified Forests, covering hundreds of acres, strewn with petrified trees sixty to one hundred feet long, and in instances five feet in diameter, solid stone, interspersed with crystalized petrifications in every color of the rainbow; most beautiful, (the) Grand Canon of the Colorado, 8,500 high, a most wonderful sight, and would repay any visitor a trip over the road; the Cliff Dwellers (houses of the Aztecs) are interesting features of attraction.

Arizona (land of the beautiful zone) has the advantage of the finest climate and land of everlasting sunshine, with its magnificent pine forests, its grazing (the most fattening in the world), its mountain scenery, snow-capped peaks, caves, canons, wonderful freaks of nature. J. F. W.

EDITOR CONDUCTOR'S MONTHLY.

I was surprised in looking over the Monthly for May to see that some one over the signature "S" claims to be the author of "The Isle of the Long

Ago." Enclosed I send you verses copied from Notes and Queries in March number of *Ladies Repository* for 1857, giving Benjamin F. Taylor (formerly one of the editors of the Chicago *Journal* as its author. It was said to have been published first in 1854. In a lecture delivered by M. Taylor about eighteen years ago, I heard him recite these verses, giving the circumstance under which they were written. So I think there can be no mistake. By comparing the two you will see they are the same, with the exception of four words, two in first verse, one in fourth and one in the last. JUSTICE.

THE NEW DELEGATE AGAIN.

HE "WANTS TO KNOW" SOME MORE.

MY DEAR MR. EDITOR:

I have received the May MONTHLY and I am pleased to see that you have given my inquiries a place; I am still in search of knowledge, or as we sometimes say "in search of light," light being synonymous with knowledge in many cases.

I confidentially expect to see in the June number, one or more replies which will fully and clearly explain everything touched upon in my first communication; I have already received an explanation of one thing: A brother from the west, at least *we* call Iowa the west, was visiting in our city a few days ago and he explained to me what was meant by "undeveloped territory." I suppose nearly everyone knows, though I did not, that brother Millard of Division No. 9, has always been very persistent in his efforts to secure the location of the general offices of the Order at Elmira, and in his arguments in favor of it he always referred to the New England States as the great "undeveloped territory" until some western brother caused his complete collapse by quietly informing him there were half a dozen western states, any one of which contained more territory than the New England States with New York thrown in for good measure. By the way, the same brother who explained the above to me, stated that brother Millard had "gone west" and now makes affidavit by the "setting sun."

I find by consulting a copy of the proceedings, which my division have placed in my hands to keep until I can explain matters intelligently to them, that the delegate from Division No. 129 offered a resolution which was referred to the committee on grievances, which committee reported as follows: "We recommend the adoption of the resolution as follows:

'Resolved, That Minneapolis Division No. 117 be requested to explain why it admitted as a charter member, a man who had never run a train over six months and who was not regularly employed as a conductor when admitted.'

They also recommended the adoption of a resolution by the delegate from Division No. 7, which read as follows:

"Resolved, That Crescent City Division No. 108, be requested to explain why it admitted J. Bell *alias* J. E. Sparks, as a charter member, when he had no withdrawal card from Division No. 17."

Both recommendations were adopted by the Grand Division. Mr. Editor, I thought these proceedings rather strange at the time, and the more I think of them the stranger they seem. The first resolution recites

that Division No. 117 admitted a man as a *charter* member, or at least infers that much and the report of the committee confirms the inference. Mr. Editor, will you in your official capacity as Grand Chief Conductor, inform me if divisions can admit *charter members* without violating the law? The resolution further gives us to understand that Division No. 117 violated a plain law by admitting a man who was not eligible to membership, and the committee by their report confirm *that* understanding.

Now, Mr. Editor, did the committee examine into the case and find that this had been done, or did they just take it for granted that it had because the resolution indirectly stated that it had? If they did examine, and found the assertion to be true, should they not have presented some kind of a reason for such a finding, and should not some more energetic action have been taken, than to have dropped it for a whole year with the simple request that the division explain why it was done, leaving for other divisions the inference that under some circumstances it is all right to violate law?

On the other hand, if, as I was told, they simply assumed that the resolution stated facts, has not the Grand Division done grave injustice to Division No. 117, by assuming them guilty of a violation of law and publishing it to the Order without giving any proof whatever and without giving them an opportunity to defend themselves? I maintain that the resolution is no proof; it is merely an insinuation, and as such, should never have been given a hearing. Was it not the duty of the presiding officer, (I assume that the editor will not except to any criticism of the G. C. C.) to have refused to entertain the resolution and to have declared it out of order without waiting for some delegate to raise the point?

All the above and considerable more may be said of the second resolution: It, like the first, does not come squarely out and state that wrong has been done, but by insinuation, stabs the character of a member of the Order, the committee approve and the Grand Division sign, seal and present to the members of the Order. Is this *charity*? Is it *justice* even? And you, Mr. Editor, must bear an equal share of the guilt with the balance of us; none of us raised our voices against injustice.

What matter if J. Bell has been guilty of all the crimes in the decalogue, what matter if he be even as bad a man as J. Ward Boyles, is it just to condemn without a trial? If J. Bell was a member of Division No. 7, and gained admission to another by using an *alias*, why does not some one who knows the facts, prefer charges against him in Division No. 7 and give him the trial that he is by law entitled to? As it now is, he must rest under the imputation of guilt for a year without a chance to defend himself and he *may* be innocent, indeed we should consider that he *is* innocent until he is *proven* guilty, and a mere insinuation that he has done so and so, is not proof.

I wish someone who knows the circumstances alluded to in these two resolutions, would kindly explain just what is meant by them, perhaps the authors will do so, if no one else can, and if wrong has been done by anyone, is there not some way to settle the matters in question without waiting until next October for the two divisions to explain? Perhaps they will not explain then, as they are only "requested" to do so, and they may not comply with the request.

As I remarked in my former letter, the division ask me about these things and I can't explain them. I was asked at the last meeting about these very resolutions, what effect they had and what would be done next Grand Division about them, and many other questions. I, of course had to admit that I did not know. I was also asked if I voted to adopt the

resolutions and had to reply that I voted to adopt the report of the committee but that I did not know until afterwards that that vote adopted the resolutions; whereupon a member suggested that the division send a man with their delegate next fall to tell him how and when to vote. I thought the remark a little out of order, but under the circumstance, I didn't feel like saying anything.

After the meeting closed the same brother asked me if I thought it was right for the Grand Division to adjourn to go on an excursion before it had finished its work. I replied that the Grand Division did not do anything of the kind, when he quietly opened the proceedings and showed me on page 309 the invitation of Mr. Kendrick and the reply of the Grand Division, then turned to page 326 and asked what in Hades the Grand Division did Friday afternoon if they did *not* go on that excursion. I proceeded to explain that the minutes of most of the proceedings of Friday afternoon were expunged from the record by order of the Grand Division and quickly learned that I had flopped out of the "frying-pan" into the hottest kind or a "fire." They all wanted to know what the Grand Division did that it was ashamed that the Order should know. I tried to satisfy them, but my recollection is somewhat confused, my notes which I have preserved, somewhat disconnected and of course not very complete. I finally put them off by promising them that I would refresh my memory from those notes and report at the next meeting. When the next meeting occurs I shall be on my way to Minneapolis, and the evil day will thus be postponed for a time, but I do sincerely hope you will explain this point at least in the June MONTHLY and thus relieve me of a portion, though then they will ask me how I voted on the various questions, and I can't tell them, for I do not know. Did the Grand Secretary preserve the original record of all those ballots, and if he did, will he tell my division how I voted if they ask him? If he will I shall just refer them to him.

I am in receipt of your letter in which you say that a Grand officer criticises my first letter and intimates that I dare not sign my name. I expected that I would be severely handled and for that reason desire to conceal my identity for a while; but you, sir, can vouch for the sincerity of my intentions, and I wish to say right here, that just as soon as I am able to explain these matters to my division, so they will agree to send me to Louisville, I will allow you to publish my name, meanwhile, if the Grand officer, (of course I can easily guess who he is) just knew the "hot water" I am in all the time, I think he would make allowances for my feeble efforts, and would not so severely criticise me because I

WANT TO KNOW.

EDITOR MONTHLY.

DENISON, Texas, May 6, 1885.

The May ball held here in Denison under the auspices of Lone Star Division No. 53, at the Opera House, Friday, May 1, was a grand success. The hall was decorated handsomely with evergreens, lamps, bunting, flowers, etc. The music was grand as played by Messrs. Menie Bros. Dallas band. During the evening Mr. Douglass, a young musician and leader of the band, was presented by the ladies with a handsome bouquet of flowers. The hall was crowded with the elite of the city and many visitors were present from adjacent towns. The ball closed at 3:30 A. M., long to be remembered by all present. Our respective officers assisted us in every way to make it pleasant for the conductors, allowing all to lay off that could do so. The division extends its thanks to all who assisted, and to Hon. H. M. Hoxie, third vice-president, for transportation of the band.

Yours etc. in P. F.,

C. H. L.

INSURANCE.

We come to the brothers this month with congratulations on the success of this branch of our Order. For the first time in our history we can pay our full benefit of \$2,000, to a worthy brother or his family on a properly approved claim.

We again present our table giving the number of members in each division; we note that there are only one-half as many blanks as in the March table; and we hope the July table will not contain one blank. We want to ask the brothers of those divisions that have no members in the Insurance Association, if every member is insured in some company? If not, see that he is at once.

We are pleased to note that Divisions Nos. 22 and 85 have a clean score; every member in both divisions is a member in the Insurance and not one has become delinquent since joining. Division No. 176 was organized Sunday, May 3, 1885, and three of the members are insured. Now brothers let us work with a will and make the Insurance Association just what it ought to be. We can if we only will try. On April 24, we had 1,940 members; on May 10, 2,100 members, and at this writing, 2,135. Let us make it 3,000 at the close of the month of July, sure. Without further comment, we give you the table which we recommend for your careful study.

TABLE OF MEMBERSHIP.

Division Number.	Number Members.	Division Number.	Number Members.	Division Number.	Number Members.	Division Number.	Number Members.	Division Number.	Number Members.	Division Number.	Number Members.	Division Number.	Number Members.	Division Number.	Number Members.
1	32	27	19	53	17	79	33	105	1	131	1	157	----		
2	32	28	7	54	6	80	2	106	17	132	----	158	----		
3	11	29	----	55	74	81	14	107	9	133	23	159	----		
4	4	30	----	56	29	82	12	108	4	134	3	160	10		
5	5	31	33	57	18	83	33	109	16	135	8	161	6		
6	11	32	19	58	31	84	16	110	15	136	3	162	15		
7	7	33	16	59	3	85	19	111	6	137	----	163	8		
8	17	34	2	60	16	86	22	112	4	138	2	164	----		
9	91	35	12	61	48	87	2	113	5	139	----	165	14		
10	24	36	20	62	5	88	----	114	7	140	13	166	----		
11	22	37	18	63	4	89	6	115	----	141	----	167	8		
12	5	38	11	64	13	90	16	116	----	142	----	168	15		
13	32	39	29	65	24	91	5	117	13	143	11	169	1		
14	12	40	47	66	10	92	8	118	14	144	18	170	6		
15	----	41	26	67	11	93	----	119	4	145	13	171	4		
16	1	42	23	68	10	94	17	120	7	146	12	172	*		
17	10	43	58	69	4	95	3	121	1	147	23	173	*		
18	7	44	16	70	26	96	20	122	12	148	9	174	*		
19	11	45	4	71	23	97	10	123	2	149	----	175	*		
20	26	46	40	72	9	98	----	124	1	150	6	179	3		
21	17	47	24	73	17	99	14	125	23	151	11	----	----		
22	42	48	2	74	1	100	3	126	----	152	1	----	----		
23	3	49	2	75	2	101	17	127	4	153	24	----	----		
24	15	50	10	76	7	102	1	128	6	154	7	----	----		
25	6	51	14	77	7	103	15	129	6	155	26	----	----		
26	28	52	25	78	13	104	17	130	1	156	----	----	----		

C. S. WHEATON, G. C. C.

THANKS.

CHICAGO, April 13, 1885.

C. S. WHEATON, ESQ., EDITOR MONTHLY.

At the last regular meeting of Stanchfield Division No. 41, the following preamble and resolutions were unanimously adopted:

WHEREAS, On the occasion of our second annual ball, held at Martin's Hall, corner of Twenty-second street and Indiana avenue, on February 16, 1885, we were the recipients of a handsome silver lantern, from Mrs. C. Carnahan and Mrs. C. Arnold; therefore be it

Resolved, That the thanks of this division are due, and are hereby tendered Mrs. C. Carnahan and Mrs. C. M. Arnold for their handsome present; and be it further

Resolved, That a copy of these resolutions be handed to each of the ladies mentioned, and a copy be forwarded to THE RAILWAY CONDUCTORS' MONTHLY for publication, and the same be placed upon the minutes of this meeting.

J. R. OLIVER,
JOHN O'MARA,
MILO BURNS,
Committee.

MR. C. S. WHEATON, G. C. C., DEAR SIR AND BROTHER:

At a meeting April 10, of Marshall Division No. 4, O. R. C., the following resolutions were adopted:

Resolved, That the officers and members of Marshall Division No. 4, O. R. C., wish to tender their sincere thanks to Mrs. F. M. Chapman and Mrs. F. M. Landon for an elegant altar cover presented by them to us.

Resolved, That a copy of these resolutions be sent to each of the above ladies, and a copy sent to the MONTHLY for publication.

R. S. McMURRAH,
S. B. CHAPMAN,
E. D. Young,
Committee.

At a special session of the Grand Division held March 15, the following resolutions were presented and unanimously adopted:

Resolved, That this Division and the visiting members of the Order of Railway Conductors hereby return their grateful thanks to Mr. M. Hopkins, superintendent Northern Iowa division, C. & N. W. railway, and Geo. E. Boynton, train master, for many courtesies extended to them in the opening of this division; for furnishing a special train from Ames to Eagle Grove and return, and many other acts of kindness.

Resolved, That we extend our thanks to Messrs. Young & Sons, of the Occidental Hotel, and Mr. E. A. Howland of the Cadwell House, for their kindness and courtesy to the visiting members.

Resolved, That these resolutions be printed in the Eagle Grove papers and the Order of Railway Conductors' MONTHLY.

[Signed]

H. A. P. CRONK,
W. P. FOOTE,
J. W. BENSON,
J. W. BURLEY,
L. H. SAWYER.

OBITUARY.

Brother W. J. Murphy and his estimable wife mourn the loss of their son, who died on Friday, May 8, and was buried on Sunday, May 10. Division No. 147 were represented at the funeral by about thirty members. We extend our sincere sympathy.

Brother Albert Lee Brogley, a worthy member of Robinson Division No. 78, was killed by a collision between two trains at Tucker's Siding, on May 2, 1885. Division No. 78, at their regular meeting adopted appropriate resolutions.

Neversink Division No. 52, mourns the loss of brother A. T. Adams, who died April 18, 1885. At their last meeting resolutions of respect were adopted.

Brother J. C. Hale, one of the worthy members of Alamo Division No. 59, died at his home in Little Rock, Ark., of consumption. He was a past chief conductor of his division and beloved by all. He leaves a wife and three children. No. 59 has adopted the usual resolutions of respect and condolence.

Brother James Harvey and wife mourn the loss of their little daughter, aged two years.

Brother J. B. Strock of Altoona Division No. 94, mourns the loss of his wife. All of the brothers extend their heartfelt sympathy. No. 94 adopted resolutions of condolence and sympathy.

Brother Wm. J. Strong, A. C. C. of Division No. 118, and family have been sorely afflicted with sickness for the past month, and the death of their little daughter Hattie, aged two years. Division No 18 extended their sympathy in appropriate resolutions adopted at their last regular meeting.

Z. C. Priest Division No 56, forward us notice of the death of brother Iris J. Davidson of their division. His demise is a great loss to the Order. Division No. 56 desire to return their sincere thanks to the brothers of the Order who assisted at the funeral; especially brothers of Division No. 71. No. 56 adopted appropriate resolutions of respect at their last meeting.

Ira C. Sherry Division No. 147, have been called upon to mourn the death of brother Edward Garrecht. At their meeting held April 26, 1885, the usual resolutions of respect and condolence were adopted.

"Brother thou art sweetly sleeping, away from friends so kind and dear;
O'er thy grave they'll oft' be weeping; shed for thee the crystal tear.

No more weeping, thou art sleeping

Brother in thy heavenly home.

Rest dear brother, rest forever, rest there neath the quietude;

Rest there in that better country, in the Paradise of God.

No more weeping, thou art sleeping

Brother in thy heavenly home."

PERJURER! FORGER!! BIGAMIST!!!*Charlie B. Fuller*

Charles B. Fuller, alias C. F. Fuller, alias C. H. Fuller, alias C. S. Fuller, gained admission to the Order as a charter member of Carver Division No. 28, and was expelled February 5th, 1885, for perjury and fraud, and from all we can learn he is as arrant a rascal as ever went unhung. He entered the employ of the C., B. & Q. R'y Co. as brakeman with headquarters at Galesburg, Ill. He was given employment by Mr. Dodd, Train Master, upon the statement that *his wife* was in delicate health and he wanted to be with her as much as possible, she staying with her people who lived near Galesburg. It also appears that he had, on several occasions, traveled with her as his wife, and lived with her from June, 1884 to February, 1885, at a respectable boarding house in Galesburg. During the period of his employment with the C., B. & Q. Co., he formed the acquaintance of a young lady at Augusta, Ill., and was making visits to her home in that place. He also formed an acquaintance with another young lady residing at Monmouth, Ills., and from evidence produced, was engaged to be married to both ladies at the same time. The wedding day was set for March 15th with the Monmouth lady at her home in Monmouth, Ill., but by request of Fuller it was postponed a few days and place changed from Monmouth to Quincy, Ill., on account of a telegram which said Fuller claimed to have received from Toledo, Ohio, signed Jennie, reading as follows: "*Mother is very low, come at once.*" The check on this message is "*ten words paid.*" There being but seven words, stamps it as a forgery; also the *words* between *ten* and *paid*, and it is now clearly proven as such. Fuller also claimed a few day later that his mother had died and he had to go to Cedar Rapids on some official business as administrator, and arranged to have the ceremony take place at Quincy on the 24th of March. Hither the lady repaired, and when at the hotel, finding no Fuller in attendance, inquired of the clerk if he knew him, and was informed that he did, not as a conductor but as

brakeman; and further inquiry developed the fact that on March 15, 1885, he (Fuller) had married the lady living in Augusta, Ill. Said marriage was duly performed by a minister of the gospel upon the authority of a license issued from Carthage, county seat of Hancock county, Ills., which is now on file with the clerk of said county.

Fuller, on being confronted, denied all knowledge of the Monmouth lady, but on being cornered by a friend of the lady and the father of the Augusta wife, "he broke completely down" and confessed that he knew the lady and had arranged to marry her at Quincy, thereby branding himself as one of the most base and hardened wretches that have ever disgraced any calling.

The above facts are given by good reliable authority, which is the sworn statement of the parties knowing the facts, and which can be seen at our office by anyone who desires. His evident design was to get wife No 2 away to Cedar Rapids, marry the Monmouth lady and get away before being caught.

We can but congratulate the lady who escaped, although her feelings can well be imagined. She is fortunate indeed, and one object in this sketch is, that our wives and daughters may know of this man and guard against such libertines, more dangerous than the viper of old, and that we may, as members of our order, show that we have no sympathy for such acts, even on part of an associate, and we can only hope that this man will from this time forward meet with the condemnation he richly deserves at the hands of all honest men and brothers, and may it be a warning to all wrong-doers in future.

Fuller is utterly unworthy of confidence by anyone; a heartless, perjured rascal; let him receive the treatment he so justly (by his own confession) merits.

ORDER OF RAILWAY CONDUCTORS.

CIRCULAR NO. 7.

OFFICE OF G. S. AND T., May 17, 1885.

BROTHERS—The following are reported:

RE-INSTATED.

By Division No. 20, April 14th, C. W. Gunsolly.

SUSPENDED.

By Division No. 18, May 3d, B. F. Keefe and W. C. Rinehart.

" " 19, April 28th, C. Stevens.

" " 106, May 3d, M. Kibby.

" " 143, April 19th, Samuel Collins and Ambrose Funk.

All for non-payment of dues.

" " 97, May 10th, L. D. Smith, for intoxication.

EXPELLED.

By Division No. 5, May 11th, Geo. Shepp, for unbecoming conduct.

" " 28, February, C. S. Fuller, for perjury and fraud.

" " 29, May 20th, G. H. Doolittle, for intoxication.

" " 47, May 10th, W. J. Webster, for violating obligation.

" " 132, April 15th, M. Sherwood, for falsehood.

" " 136, April 28th, J. C. Ferguson, for intoxication.

" " 136, May 10th, J. M. Carter, for intoxication.

J. C. Ferguson holds an expired Division Card and a Ritual; members of the Order will please obtain and return to us if possible.

2125 members in Insurance Association.

Yours in P. F., W. P. DANIELS.

The Railway Conductors'

MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, JULY 1, 1885.

No. 7.

THE KNIGHT TEMPLAR'S REMEMBRANCER.

REV. M. MAGILL.

Past Grand Prelate, Grand Encampment of Kentucky.

The Order of which I now propose to write,
In olden times was known as "Poor Fellow Knight,"
Its camp at St. John's, Jerusalem, hath been,—
There its noble deeds of charity were seen.

Its title we soon find changed for another,
Where more trusty souls, each a faithful brother,
Joined heart and hand, weary pilgrims to defend,
Journeying to the tomb of the sinner's Friend.

The King of Jerusalem, seeing their deeds,
Willingly aided in supplying their needs,
And assigned them the place which he deem'd the best,
The Holy Temple Church, for safety and rest.

From this one fact, it very justly is claim'd,
That Templar Knights their title may have gained ;
Holding their Chivalry, with masonic light,
To succor the needy, they nobly unite.

These Knights in conclave met, their officers, all
Arranged in various stations through the hall,
With swords shining bright, with helmet, plume and shield,
Like valorous Sir Knights prepared for the field.

They stand for inspection and careful review,
While, with sword meeting sword, rich secrets renew :
From one to another their signals pass round,
And, reaching the Commander, true they are found.

See them round the Altar, where all promptly move,
Prayers offered up to the Father above ;
"Immanuel!" is precious to every heart,
And, in sincere devotion, each takes a part.

In order to obtain this "Templar's" degree,
Of purest morals the candidate must be ;
And then if vouched "Worthy and well qualified,"
His motives by keen reflection will be tried.

A journey he must take, with staff, scrip and sack,
And a valiant Sir Knight to point out his track,—
His water and bread for the journey make sure,
He starts on his road, life's trials to endure.

On his way he meets with guards stationed along
The road which poor pilgrims already have gone ;
His purpose made known, he is treated most kind,
And finds sweet refreshment for body and mind.

How cheering to dwell on that record of old,
Where Hagar's affliction is faithfully told ;
How Abram, that morning, ere she went away,
Supplied her with water and bread for the day.

But penitent life cannot long be endured ;
Enough, if to trials we feel well inured,
And strange did we seek not more valorous life,
Preferring the conflict of warfare and strife.

His noble desires the Commander reviews,
Grants his good request, but his trial renews ;
As proof of his zeal he must warfare endure,
While faithful endurance will Knighthood secure.

With shield, sword and buckler, see him invested ;
Then at the Altar his zeal truly tested,
Where met by the Prelate, he's solemnly bound
In faith to the cause, while he lives above ground.

Nor must he forget the engagements now made ;
The doom of the traitor should make him afraid,
Lest he, too, should recreant prove to the cause,
And thus be in danger for breach of the laws.

The mourner to solace, the hungry to feed,
The naked to clothe, is charity indeed ;
All this with sword drawn, and as Piety's friend,
The maiden, the orphan, the widow defend.

These are the brave deeds which Knight Templars perform ;
Those deeds which are selfish they utterly scorn ;
Their mission is kindness and love to our race,
While oppression or guile with them has no place.

In this true warfare, without hesitation,
The candidate then makes bold declaration,—
As Pilgrim Warrior his passport obtained,
Ready entrance to the asylum is gained.

And now what a test for his faith to abide ;
He must make profession his lot to decide ;
Full nobly he states what the Master enjoin'd,
To forgive on seeing a similar mind.

Quite ready is he this resolve to declare,—
And should hatred exist, and no matter where,
When the offender is seen, desiring peace,
From that very hour will the enmity cease.

Assurance thus given must yet be made sure
By proofs of faithfulness, in libations pure ;
Water and wine must be quaffed to a toast,
And Peter's vile treason exclude ev'ry boast.

Those burning tapers,—what a sad tale they tell
Of Judas,—vile man,—who by transgression fell ;
And we are admonish'd by his sad, sad state,
That a vow, when broken, deserves such a fate.

And now, " Old Sir Simon " takes part in the scene,—
No longer is he concealed by a screen ;
Mortality rests on the record divine,
With hope of a future both grand and sublime.

How soul-stirring and grand the scenes of the hour !
When the Prince of Darkness put forth his power ;
Immanuel betrayed, is sold and condemned,
Mocked and derided, his vesture they do rend !

To the cross he is led, while Simon, the Good,
 The friend of his Master most nobly has stood ;
 A martyr he fell, while his faith must have been
 A tribute in honor of ancient Cyrene.

At Golgotha they gave the Saviour a cup
 Of vinegar and gall,—to taste was enough ;
 To drink it He would not, though thirst Him assailed
 As He hung to the Cross to which he was nailed.

The mem'ry of Simon, who hails from Cyrene,
 Is duly respected throughout the sad scene ;
 While emblems of faith and humility rare,
 In the candidate's hand are placed without fear.

With these, like a penitent bearing a light,
 He moves, when a door is revealed to his sight.
 'Tis closed—yet he knocks, and his guide clears the way,
 And admission he gains without much delay.

With reverent posture he kneels on the ground,
 Valiant companions waiting anxiously around ;
 A warden is heard reading, solemn and slow,
 Of events which Christ's resurrection do show.

How well flows that anthem, with joy from each heart,
 While "Jesus" is seen from the tomb to depart ;
 The angels, cherubic, escorting him home,
 While Christians rejoice at the forsaken tomb.

Come, break off your tears, weary pilgrim, and tell
 How your "Immanuel" hath all things done well ;
 He conquer'd the grave, and He placed Death in chains,
 As your great deliver'r in triumph now reigns.

The Prelate now takes the poor "Pilgrim" in charge,
 Explaining the Saviour's atonement at large,
 Most clearly ; that doctrine which all should receive :
 That Christ's death secures life to all who believe.

With this he is wont to deliver a charge,
 In which the good Prelate is sure to enlarge
 On the conduct expected from all Sir Knights,
 To shine bright, lest they become extinguished lights.

And thus, with both faith and humility tested,
'Tis right that he with the sign be invested,
To be worn, a constant remembrance to give
Obedience to Him, through whom sinners live.

How solemn and grand to behold worthy Knights
Stand round the triangle with its mystic lights ;
All ready and willing that faith should be sealed,
In the final libation which is revealed.

Now hear the Prelate that sad record repeat
Of that vile traitor and his final defeat,
While from their own ranks must be a selection
To fill up the gap thus made by defection.

Sir Knights cast their lots, and as counted, they tell
Of one now chosen to replace him who fell ;
When so informed, quickly he puts forth his light
As a token that he will be a true Knight.

Before the Commander the candidate kneels,
And soon on his shoulders new honor he feels,—
Dubbed and created “ Knight Templars ”—yea, more :
Knight of St. John, of Jerusalem, of yore.

Presented, just now, with a bright trusty blade,
In the hands of a Knight, none need be afraid ;
His cause being just, should his fortitude share,
With pity and mercy the fallen to spare.

'Tis now of importance to lecture our Knight
With signs, grip and password, to which he has right ;
These are to be treasured and quite wisely used,
But under no circumstances to be abused.

The Order of Malta merely appended,
'Tis brief, and comes where the Templar has ended ;
That sad scene at Melita now reproduced,
With lessons of wisdom, and how to be used.

This Order, though simple, and now very brief,
Will afford to the doubting ready relief ;
The folly of doubting so clearly is shown,
That Christ is our Lord, and our God we can own.

On reviewing the whole, we find here a scene
Presenting the facts as we learn they have been.
The conclusion is reached, and we think it fair,
To be a Sir Knight requires virtue most rare.

Just see a Commandery ready to close,
There is a lecture, when each officer shows
His knowledge and skill in this valiant degree,
The duty he performs and where he shall be.

The officers' titles and rank are laid down,
Their several duties quite truthfully shown ;
The Eminent himself, while high in station,
Must govern with justice and moderation.

And now, before bringing my work to a close,
To each worthy Knight I would simply propose
That serious review of his travels be made,
To strengthen his faith as life's trials invade.

At first, then, remember, how, with pilgrim's fare,
You journeyed along, with great sorrow and care,
In search of that shrine where Immanuel lay,
Ere he rose in his might at the dawn of day.

Again, pray, recount how life's journey was borne,
Kind friends, by the way, and never left forlorn ;
Their hearty welcome met you weary and sad,
As you entered their tents to share what they had.

Once more, lest temptation your faith should assail,
And then, like poor Peter, your conduct bewail,
Remember that Saviour who for you was slain,
That you, through his sacrifice, heaven might gain.

Our task now being ended, Sir Knights, adieu ;
May we yet assemble and friendships renew,
If not here on earth, in that grand home above,
Where all the Sir Knights shall meet in blissful love.

This should ever be our steadfast, constant aim,
If to the Templar's virtues we have a claim,
By noble deeds of valor, bold for the right,
Diffusing light and blessings with all our might.

—*Voice of Masonry.*

THE DAYS GONE BY.

I bought the apple of the train boy. Not because I wanted it; oh, no! I did it to save human life—my own human life. I did it to appease the train boy, who had turned himself loose on me at Council Bluffs, and was going to make me buy something before we got to St. Joseph—pronounced Sinjo, heavy accent on the Jo—or lick me. He wanted me to buy all of Professor Matthews' books except the gospel, and nine of E. P. Roe's novels, and Taylor's "World on Wheels" and "Between the Gates," and seven or eight of Pinkerton's fearful and wonderful detective stories, and a whole library of French novels with very flashy titles and disappointingly tame reading, and some California pears and Siberian oranges, and some Alaska figs and Senegambian grapes, some candy packages with a beautiful prize and a ten dollar bill in every package but the one he sold me, some ivory ornaments made of ivory that grows on trees, and some fresh roasted peanuts which he assured me was George Washington's favorite fruit that would purify the blood, make the hair curl, whiten the teeth, make the complexion clear and promote longevity, and some English walnut meats, vintage of 1783, a railroad guide of last July and some apples.

I reflected. I did not think I ought to buy all these things, because I have a family to support, and I'm not as wealthy as I am said to be by the soliciting committees of poverty-stricken churches and tottering colleges. But I felt, as perhaps you have felt a thousand times, dear hearer, that I had to buy something of that boy, or lie down on the floor of the car and die.

So I bought apples. I selected apples because they are palatable, nutritious and cheap. I asked him how he sold his apples. With exceeding scorn he said: "Twoforacent," (which by interpretation is, two for a cent). I think he said two for a cent. I knew I had just missed a lecture engagement by railroading into a snow drift the night before, and consequently had just money enough left to buy one, in a job lot.

I bit it with great difficulty and little joy, sing hey, the leathery fungus that it was. I handed it back to the boy and told him to keep it; he might want to kill a dog with it some day. The boy, with the native independence of his class, said I didn't know a good apple when I got one. He opined, and very opinely, too, in a loud tone of expression, for the benefit of the whole car, that when I had any orchard fruit at home I regaled myself like a prince on dried apples.

I did not smite the boy nor upbraid him with hard and stinging words. More, indeed, in sorrow than in anger I told him I did know what a good

apple was, and I knew where they used to grow, and, moreover, if he would bring me one now, my entire bank account, with all the hereditaments, protests and overdrafts thereunto appertaining, should be his. The only good apples in the world, lineal descendants of the golden stock of Hesperides, used to grow, twenty-five or thirty years ago, on an old farm three or four miles out of Peoria, Illinois, on the Mount Holly road. I told the boy they were not always a fair apple to look upon in their early youth, when I loved them best. They were hard on one side and green on the other. They were gnarly all the way round and sour all the way through. There was more heartache and sorrow and deep-seated, gnawing remorse and heartfelt sorrow and honest penitence in one of those apples after you had eaten a peck of them in one afternoon, than there is now in a whole green water-melon.

Nevertheless, I used to go into that orchard at 8 A. M. and eat apples till 11:30, and then feel hungry for a big dinner.

I told the boy if he would bring me one of those apples now, with the same old taste and flavor it had a quarter of a century gone by, with the same old smell of the clover and apple blossom lingering about it; the same old idle breezes that kissed my boyish cheeks in the long, delightful, truant summer afternoons; with the whistle of a bob white over in the stubble field beyond the cow pasture; with the murmur of the brook that went singing over the white pebbles at the foot of the orchard hill; with the music of the bees humming and buzzing about in the sweet clover tops; bring them to me even with the old, well-remembered and peculiarly pungent flavor of the buggy whip which frequently seasoned those apples—because no boy could always get over the fence in time—I told him I would gladly, gladly, gladly give him \$50 for just one apple.

But the boy looked at me with a nameless fear, and backed down the aisle of the car, and touched the conductor on the elbow and said:

“Bill! Say, Bill! Who has charge of the lunatic on the wood-box?”

Ah, dearly beloved, there is no lunacy about it. We know now, that apples are not so good to-day as they were twenty-five years ago. Nothing is so good to us, in fact. The apples are tough and flavorless; the grass is thin and wiry where it used to be living velvet under our feet; the days are not so long; the nights have grown colder; the stars shine less brightly; and there are not so many of them; I counted them the other night, and there are half a dozen missing; the cows don't come home so early; the dogs are crosser; Christmas doesn't come so close apart as it used to. Every-

thing changes except the circus: So runs the world away. But it doesn't run away with the coachman, thank the gods. Which only goes to prove that the world is much prouder and better than the people who live in it.—*R. J. Burdette, in Brooklyn Eagle.*

AN INCIDENT IN THE LIFE OF A CONDUCTOR.

Written for the MONTHLY.

It is not necessary to be explicit as to time and locality—when and where the following incident occurred, nor is it necessary to give the name of the hero who was the principal actor in the blood curdling event, and we will call him Tom Vester. That is not his name but will do as well as any other. Tom Vester was only a railroad conductor, a member of that numerous brotherhood who witness more of the phases of human life, and for that matter, have the lives of more of their fellow mortals in their keeping than any other class of wage workers in the world; who are responsible for the safe delivery of the passenger trains at the stations and terminus of the road, with its freight of living human beings; who receive the dispatches at way stations, and know when to go ahead and when to side-track; whose cheery voice of command “all-aboard,” puts the train in motion; who is appealed to by nervous travelers with a thousand questions about this and that on every conceivable subject, sensible or otherwise (more frequently the latter) and is expected to give civil answers to everybody, from the crusty old gentleman with the gout who occupies two entire seats, to the straight laced spectacled arrant spinster from Boston in search of a school, (and a husband); who is under the bar of suspicion of his superior officers, and who rarely ever makes “a run” without an unknown “spotter” watching his every move and secretly counting his passengers to report to the superintendent or agent at the terminus, to see if he has “turned in” his entire receipts. To all these questions I answer: The conductor, as a man, is expected to possess all the polish and qualifications of a gentleman, the nerve of Napoleon, the gentleness of woman, the patience of Job, and to be like Cæsar's wife above suspicion. And yet who must be watched and held up to the world as dishonest. But enough of what is expected of him, and now for deeds.

The evening train, No. 7, was ready for the word of command, the hand of the engineer was on the throttle ready to turn on the motive power, and time was up, when rushing through the depot came a slender woman, almost dragging a two-year-old child, while in her arms she carried a

wee baby cuddled up to her breast, and timidly asked, "is this the train for —." "Yes," shouted the train dispatcher while "all-aboard" rang out through the depot, and the train was slowly moving out, when the poor woman almost shrieked, "I must go on that train, for God's sake, stop it." Tom Vester, the conductor in charge, jumped from the platform, seized the woman and her children and placed them safely on the rear platform of the last coach as it was leaving the Grand Union Depot. It was a brave, hazardous feat, but successfully accomplished, and was approved by the crowd of idle spectators who had witnessed it, by loud plaudits which did not cease until the train had rounded out of sight. The poor woman, whom I shall call Mrs. B——, could not express her thanks in words, but that she was grateful, and Tom was conscious of having done a generous act, no one who heard the plaintive story of her husband's sad accident at a way station on the road, could doubt. As the train would not reach her destination before midnight, Tom made Mrs. B. and her children as comfortable as possible in a crowded coach, and went about his duties. A close observer could see that Tom's eyes troubled him occasionally, and he had occasion to use his handkerchief to brush away the moisture that would accumulate there. The night being rather sultry, many of the windows were raised. Mrs. B. and her child were sitting near an open window watching the sparks and the dense smoke as they flew backward from the loud puffing locomotive, and she doubtless was counting the moments and wondering if she would reach her dying husband before the spark of life had gone out. Oh! how slow seemed the fast going train to that agonized heart. How the weary hours dragged their slow lengths along. A stop was made at S——, a place of considerable size, where a few passengers left the train and others came aboard. The conductor was just through taking up the tickets of the new passengers, when the engineer whistled for slow brakes, while crossing the long iron bridge that spans the W—— river at that point. Suddenly a wild agonizing shriek startled the dozing passengers, and Mrs. B. fell fainting in the aisle. Every one arose to their feet and confusion was supreme, when the cry was raised, "a child has fallen out of the window." Tom Vester took in the situation at a glance, and jerking the signal rope, he rushed for the platform and hastily throwing off his coat and boots, sprang far out into the darkness of midnight, down, down into the river below. A shudder like a death pang came over the passengers, and with bated breath they awaited the stopping of the train, which soon came to a halt. Messengers with lanterns went back to the bridge to render any aid that

might be possible under the circumstances. No one ever expected to see noble Tom Vester alive, as his jump far out into the river below was thought to be certain death. But a Providence guides us ever, and when Tom alighted in the deep river below, he at once arose to the surface, and brushing the water away from his face, he swam toward an object a few feet distant, dimly seen by the starlight, calling out in tender tones, "baby, baby," but on reaching it he found the object to be an old snag fastened against one of the stone piers of the bridge. Feeling disappointed in not finding the child, he again called out "baby, baby," when oh! horrors, he heard above him and some distance away, the plaintive cry of a child. Where could it be? If on the track on the bridge, it was certainly badly hurt. Just then the searching party with lanterns came to the bank of the river and called loudly for their captain, and were greatly overjoyed to receive an answer from him, and an assurance that he was not hurt. Rapidly swimming to the shore he told them of the cry he had heard overhead, and leading the party over the bridge to where he thought the sound of the child's voice came from, he called out again, "where are you, baby," and was quickly answered, "here I is, I want to go to my mama." Tremblingly, Tom Vester held the lantern out over the edge of the bridge and saw the child suspended, from an iron spike left by some workman in constructing the bridge, by its little dress of linsey woolsey, where it had been caught in its fall from the window. Reaching down Tom secured the child and taking it in his arms hastily returned to the train which had backed up to the edge of the bridge. Upon entering the car the mother, who was still in her swoon, was gently attended by the kind hearted ladies present, opened her eyes, and as they rested for a moment on her child alive and not hurt, swooned away again. The child climbing down out of Tom's arms went at once to its mother, and putting its arms around her neck began kissing her, and saying, "mama, Ise tum back, the gentleman brings me back to you, kiss your little man, mama," and as though the little prattler possessed some magnetic healing power, the poor mother again opened her eyes, and frantically hugging the child to her heart, murmured, "O, God, I thank thee." Many eyes unused to tears were turned away to conceal their emotion, and noble Tom Vester, *only a railroad conductor*, left the car and could not be induced again to enter it, until the station where the poor woman and her children left the train, had been passed. Tom remarked to his friend the express messenger, "I could not face that poor mother's sad eyes and hear her thanks for the restoration of her boy, I should have blubbered

right out in meetin'." So great was his modesty that he rarely ever alluded to the subject, and occasionally when a passenger who had either been on the train that memorable night, and an eye witness to the self sacrificing heroism of kind hearted Tom Vester, or had heard of it from others, would endeavor to engage him in conversation about the matter, Tom would hastily excuse himself on a plea of "having business in the next car," and get out as quickly as possible.

Tom heard afterward that the poor woman reached the bedside of her dying husband in time to find him conscious and was recognized by him. He was told of the wonderful escape of his boy, and when he died soon afterward, his last breath was a prayer for his wife and little ones, and the noble hearted conductor.

MRS. GEO. GUESS.

A CONCERT.

I heard a strange concert one evening in June ;
 All nature seemed quiet ; the birds hushed their tune ;
 The sun like a jewel had flashed his last ray,
 And wearily sank in the arms of the day.
 The moon like a bite from a great silver cheese
 Lay on her back resting with nonchalant ease.
 And even the stars who for nights brightly winked,
 Just gazed at each other and sleepily blinked.
 The lightning-bug floated so slowly about,
 The light in his lantern seemed ne'er to go out
 Till he settled and fastened his long black coat.
 The crickets would choke on the very last note.
 By willow-fringed Meadow Branch slowly I strolled,
 Thinking of faces and voices of old,
 When suddenly out on the end of a log,
 I heard the hoarse voice of a mammoth bull-frog.
 "Attention," he croaked in a tone of command ;
 "Before we commence, you must all understand
 I am leader and want you to look straight at me."
 I quietly slipped to a neighboring tree,
 Stretched out in the tall grass determined to stay
 And hear what this wonderful frog had to say.
 With airs of self-confidence, pompous and grand,

He flourished a willow twig 'bout in his hand.
 Then swelling his throat like a paper balloon,
 He sounded a note, and croaked, "All take the tune."
Mirabile dictu! Was sound ever heard
 To compare with the noise this bull-frog had stirred!
 The single and double bass, little and big,
 Belched forth at the wave of that small willow twig.
 Sopranos and altos and tenors combined
 To make the air ring with a noise like the wind.
 The silence that followed almost took my breath;
 Their voices in ceasing left all still as death.
 Then the chorus commenced; O, how they did sing!
 The leader so wildly his baton did swing,
 He nearly fell off of his seat on the log.
 Next came a bass solo from some other frog,
 Whose voice seemed to come from the depth of the weeds,
 And sounded like wind-broken, pipe-organ reeds.
 A wierd and soul-stirring, ear-piercing duet
 Was followed by what might be called a quartet.
 Horse-fiddles, bassoons—any noise to compare
 With the din that rang out on the soft night air,
 Would have been music sweet; the chorus once more.
 (An opera of Wagner's, I think, by the roar).
 Now comes the finale—they end with a crash,
 And into the water all go with a splash.
 * * * * *
 Well, well, I declare! Was this only a dream?
 Here I am in the grass; and there is the stream;
 There, partly emersed, is the half rotten log,
 And on it—why bless me—the very same frog.
 I almost imagine I see in his hand
 The baton with which he led his big band.
 And hark, those are surely the croakings I heard,
 Tho' I fail to distinguish sounds like a word.
 Yes, I must have been dreaming, for lo it is late;
 I am damp with the dew—but that concert was great.
 The leader I know would have made it much greater
 Had he known of his interested, dead-head spectator. *B. E. C.*

SELF CONQUEST.

Written for the MONTHLY.

The greatest of all heroes is the man who has conquered himself. The world's imperial Alexanders and Cæsars are not comparable to him for a moment. Though their fame has been heralded by history and embalmed in song, whom did they conquer? If it be replied that they conquered their enemies, offensively or defensively considered, the next question to be determined is, was the contest an equal one? To this in most cases it must be answered, no! They triumph over the weak by the power of might. There are exceptions to this truth, but the teaching of all history is, that this world's conquerers mastered their foes by superior strategy or superior force. The glory of their triumphs is greatly diminished by the inequality of the engagements in which they were achieved. But whom does the moral hero conquer? Himself, is our emphatic answer. Does he gain "a mastery over a foeman worthy of his steel?" We shall see. He is his own enemy, and his moral nature the battle field. A giant foe is found in his appetites—an enemy that slew the man—who slew his thousands on his way to a crown and kingdom, Alexander the Great. But the moral hero conquers his appetites. "I keep my body under subjection," was the declaration of that prince of conquerors, Paul, in comparison of whom the intemperate, self slain Macedonian Monarch reaches the point of nothing. Anger and lust have slain hecatombs of imperial victims. History abounds in instances of those who took cities and conquered empires, and yet who were immolated on the altar of their own evil passions. And yet this enemy has been mastered by the man who has conquered himself. Surely he is the greater hero since he gains the victory over the greater enemy. The declaration of the wise man has the affirmation of all reason. "He that is slow to anger is better than the mighty; and he that ruleth his spirit is better than he that taketh a city." The annals of all time teach that ambition for power is no inconsiderable foe; and yet that which slew the mighty Cæsar—"for Cæsar was ambitious"—has been conquered by many a self conquerer. Look at the former with a senate at his heels, and then survey the noble portions of that man's character who preferred affliction to the throne and the princely treasures of Egypt, and then say, reader, who was the greater hero? Public opinion has been in the past, and sometimes is now, no small enemy to the moral hero, and yet even this has been dared and conquered by him. To dare to do right in the face of stern difficulties requires the loftiest moral courage—a courage nobler by far than that which

has the favor and achieved the scepter of the world's mightiest chieftain : incorruptible in integrity and firm as granite in devotion to moral principles, life itself to such a spirit would not be conceived as worth having on dishonorable terms. Daring alike to smile on virtue and frown on vice, where may his parallel be found among the great names of martial history? In deciding the superior heroism of these two characters, the next question to be settled in determining the result is, was there just cause for war? Here, as before, exceptional cases may be granted, and yet we may answer, touching the general rule—emphatically in the negative. The enlargement of empire and the acquisition of treasure in connection with an insatiable ambition for present distinctions or future enrollment upon the page of history, were in the main the only causes which led an Alexander, or a Cæsar or a Napoleon to the field of battle. Can this be denied? If it cannot, had they just cause for war? A thousand times, no! If they had no just cause for war, what were they but assassins and plunderers on a tremendous scale? But how is it with the self conquerer? Has he just cause for war with himself? Most undoubtedly he has. Constituted of a moral sense, reason, judgment, and will as to his noble nature, and endowed with appetites, passions and emotions as to his lower nature, the former must of necessity rule the latter. Their subordination to the law of his reason and judgment is as necessary to his happiness as is that of the subject to the ruler of good and wise judgment. The sensual or emotional nature must yield to the rulership of the intellect and moral sense, because a rational enjoyment of life and its blessings is impossible without it. All men have a right to be happy. Self unconquered happiness is impossible, therefore the right to be happy involves the necessity and duty and self conquest. The cost of these two species of war is another item for our consideration in making up a true verdict. What did the triumphs of the great warriors of history cost? Who can answer that question? How much treasure and blood? How many millions did they slay to secure to their names and deeds the eulogy of history and the immortality of song. Alas! that there should be a solitary niche of honor in human annals, or any place in the noble creations of poetic genius for such crime stained spirits. Human figures can by no considerable combinations cipher out the costs of these bloody wars. 'Twere as easy to count the hosts of heaven or to reckon the number of sands on the shore of the sea, but how different and more glorious are the triumphs of self conquest. They cost neither blood nor treasure, no ruined cities or wasted countries, or desolate homes or broken hearts follow in their

train. It has been said by an able writer that "a rational conquest is more honorable to a rational creature than a brutal one. It is a victory that does nobody any honor; no lives and treasures are sacrificed to it." Considering then the character of the enemy conquered, the just reason for the conflict, or the nature of the victory achieved, the moral is comparably superior to the military hero, bringing to the issue a brave with heroic action, a determined resolve and a reliant trust; such a spirit is without a compeer in the annals of martial heroism. Upon the battle field on which self is slain, he wins what never historic chieftain won—a good conscience, an honest fame in this world, and a never ending life beyond the grave.

W. S. S.

A RAILWAY LESSON.

It was a hot, dusty day, when two or three passengers entered the train on the Iowa division of the Chicago & Northwestern road at Bridgewater. Among them was a stylish dressed young man who wore a stiff white hat, patent leather shoes, the neatest of cuffs, and shiniest of stand-up collars. He carried a cane, and carefully brushed the dust from the seat in front of me before he sat down.

Just across the aisle, opposite him, sat a tired woman, holding a sick baby. I never saw on any face a more discouraged, worn-out, despairing look than that on the mother's face. The baby was too sick to cry. It lay moaning and gasping in its mother's lap, while the dust and cinders flew in at the open door and windows. The heat and dust made traveling even for strong men almost unbearable.

I had put down the stylish young man in front of me as a specimen of the dude family, and was making a mental calculation on the probable existence of brains under the hat, when to my astonishment, he leaned over the aisle and said to the woman:

"Madame, can I be of any assistance to you? Just let me hold your baby awhile. You look very tired."

The woman looked much surprised, though the request was made in the politest and most delicate manner.

"Oh, thank you sir," said she tremulously. "I am tired," and her lips quivered.

"I think the baby will come to me," said the young man with a smile. "Poor thing! It's too sick to make any objection. I will hold it carefully, madame, while you lay down and rest. Have you come far?"

"From the Black Hills."

"What! By stage?"

"Yes; but the baby was well when I started. I am on my way home to friends in the east. My husband—my"—

"Ah, yes, I see, I see!" continued the young man in a sympathetic tone, as he glanced at the bit of crape in the little traveling hat. By this time he had taken the baby and was holding it in his arms.

"Now you can lie down and rest a little. Have you far to go?"

"To Connecticut," replied the woman, almost with a sob, as she wearily arranged a shawl over a valise and prepared to lie down in the seat.

"Ah, yes, I see! And you haven't money enough to go into a sleeping car, have you, madame?" The poor woman blushed faintly and put one hand over her face, while the tears dropped between her worn fingers.

I looked out of the window and a mist came over my eyes, while I changed my calculation of the young man's mental ability. He looked thoughtfully and tenderly down at the baby, and in a short time the mother was fast asleep.

A woman sitting across the aisle from me, who had heard as much of the conversation as I had, came and offered to relieve the young man of his charge. "I'm ashamed of myself for not offering to take the baby from the mother before. Poor little thing! It's asleep."

"So it is. I'll surrender it to you now," (with a cheerful smile).

At this point the train stopped at a station, and the young man rose in his seat, took off his hat, and said in a clear, earnest voice:

"Ladies and gentlemen, here is an opportunity for each one of us to show that we have been brought up in a Christian land, and have had Christian fathers and mothers. This poor woman, (pointing at the sleeping mother,) has come all the way from the Black Hills, and is on her way to Connecticut. Her husband is dead and her baby is ill. She has not money enough to travel in a sleeping car, and is all tired out and discouraged. What will you do about it?"

"Do!" cried a big man down near the water cooler, rising excitedly, "Do! Take up a collection, the American citizen's last resort in distress. I'll give five dollars."

The effect was electrical. The hat went around, and the way the silver dollars and quarters and ten-cent pieces rattled in it, would have done any true heart good.

I wish I could describe the look on that woman's face when she awoke, and the money was given her. She tried to thank us all, and failed; she broke down completely. But we didn't need any thanks.

There was a sleeping car on the train and the young man saw the mother and child transferred to it at once. I did not hear what she said to him when he left her, but it must have been a hearty "God bless you!"

More than one of us in that car took that little lesson to himself, and I learned that even stylish as well as poor clothes may cover a noble heart.—

Unknown Exchange.

TRIALS OF A CONDUCTOR.

Written for the MONTHLY.

The world upon wheels propelled by steam,
Firmly believes one thing, sure;
Because many things are not what they seem,
A conductor holds a sinecure.
He's only to step on board of his train,
Well filled by a traveling horde,
After shouting aloud the "moving" refrain,
The familiar, well known "All-aboard!"

When fairly in motion his attention is called,
To a man running down toward his train;
The air brake is sprung, the engine is "stalled,"
That the poor man may not run in vain;
He slackens his speed, as obeying his hail,
The train has lost all its motion.
At last he gets there, with a letter to mail,
Behold the conductor's commotion.

A nervous old gent, the first one to greet,
With "ticket; sir! quick! if you please,"
Buttonholes him five minutes down in the seat,
In his heart he raves at the tease,
Who just wants to know, to quiet his mind,
As he puts the case with much unction,
"Will the conductor say if he is behind?
If he's sure to connect at the Junction?"

A drummer with "grips," two seats occupies,
His position he thinks is commanding,
While a lady, whose child with weariness cries,
Because tired out with long standing.
More moments lost in making this hog,
Learn a lesson in short division,
With train speeding on at a forty mile jog,
The conductor must act with decision.

A motherly woman, flanked by two girls,
In their "teens," if not more he could swear,
Hands only two tickets up, while the train whirls,

Saying: "children, I believe, are half-fare?"
 "Not over twelve years," the conductor replies.

"No, sir! I guess I know their ages;
 In his heart he says, "it's the biggest of lies,"
 While his face he controls like a sage's.

An unfortunate chap is anxious to know
 When he gets to the town of A——,
 Should it be night as they through go:
 Wake him up, for which, you he'll thank.
 A—— is called out, no chap, more delay,
 Conductor hunts out the unfortunate;
 "Thanks, don't stop, this is half way,"
 For this joke one can't murder, 'tis fortunate.

The man with ticket of limited date
 Insists on a stop-over check.
 The more he's refused the more he'll debate,
 Till of patience there's not left a speck:
 Declaring that road he wont patronize
 They employ such uncivil men,
 "Too bad, sir, I'm sorry," conductor replies,
 "What will the directors do then?"

The inquisitive man desires information
 About arrivals, connections and stops;
 Bothers the conductor between every station,
 Till to answer, he everything drops.
 With queries all answered he settled well back
 In the seat, and there quietly dozed,
 Muttering aloud, "I've well got the knack
 Of finding out what I supposed."

Thus badgered and worried for mile after mile,
 Every day as he travels his route,
 Expected to wear a perpetual smile
 No matter how much he's "put out."
 What wonder these men are envied their place
 If successful in avoiding complaint;
 While learning to bear disappointment with grace,
 Better still, they learn self restraint.

S. E. F.

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

C. S. WHEATON, Editor.

1872 AND 1885.

In 1872 we entered the employ of a railway company for the first time and became, what was sneeringly termed at that time, a "railroad man." Reared with the belief that all men have equal rights, it was a painful surprise when we realized that we had entered the ranks of a proscribed class in the community. But when we look back to that time from the standpoint of to-day, it is no wonder that the class was proscribed. At that time it was an ordinary occurrence to see officers on more than one line hunting up sober men after pay day to take trains out. One scene is especially vivid; a train master could only find five men out of a dozen crews who were sober enough to take his trains out. It really seemed as tho' men tried to excel each other in the enormity and constancy of their bad habits, particularly in the use of liquor. There seemed to be a strife between the passenger and freight service in this particular. Passenger conductors, engineers, firemen and brakemen were found drunk on duty and discharged to be replaced by others who were in turn discharged, and thus with a rotary motion the work was performed. Is it any wonder that railway employes did not enjoy an enviable reputation? That these are facts, the railway experience of every man who was in the service at that time will verify. Of course, as in all cases, there were some exceptions to this rule, and there were some employes who did not take part in these monthly debauches, but they suffered the reputation of ill-association as did good old dog Tray.

Let us now turn to the picture of 1885; many of the men of 1872 have passed away. We wish they might be with us to-day and note and enjoy the changes the years have wrought. Many of those who shoveled coal are now driving iron steeds along the great thoroughfare. We meet them often, and they are the same old boys. No, not the same, for in those former days, fun was uppermost in their minds, while duty and a conscientious interest in their work make their lives of to day vastly different.

They leave the iron monster that they hold in such complete control, pass the saloons where formerly so many attractions drew them, and only stop when they have reached a happy home where smiling faces and welcome voices greet them. A curly head nestling in a broad bosom is happy because "papa has come home."

You ask what has caused this change? Ask the men and they will tell you it is the result of *organized labor for the advancement of laborers*. Whoever notes this good work must involuntarily exclaim, "God bless such organizations."

As we pass along, we find the brakemen of 1872 with whom we have shared the same risks in sleet and cold, clad in blue and at an advanced post. We ask him what has produced this change, and he answers, "the good influence of our Order."

As the years fly past, we take but little thought of Time, but in thoughtful moments, our minds run over these things and we are filled with pleasant remembrances. It is impossible in the limited space to give more than an outline of the picture, but our organizations can point with pride to-day to their record. Our organizations of to-day are doing some of the grandest work in the world; they all teach good morals, truth and justice, and last but not least, charity toward all men. The prayers that ascend from thankful hearts who have enjoyed the benefits of our Orders, will sustain them to the end of Time.

WESTWARD.

I left Cedar Rapids on Sunday evening, May 13th, via C., M. & St. P., for a trip to Ogden, Utah. After a delightful ride and good nights rest, was soon safely quartered at the Millard Hotel in Omaha. The day was spent in business until 4 p. m., when brother Harry Gilmore called with a splendid team of blacks and we spent the time until 7 p. m. driving about the city. At 8:30 I again started westward over the U. P. road and I rolled on for nearly forty-eight hours with but few incidents worthy of note. At a point some thirty miles from Ogden I met a delegation headed by brother Babcock, and we had a pleasant visit as we entered Ogden; and were soon at the hotel.

At 7 p. m. we adjourned to the hall where a grand good meeting was held which continued until nearly 1 a. m. I enjoyed the visit to the brothers in Ogden very much, and if time and space would permit, would be glad to mention each separately; am under many obliga-

tions to all. I had the pleasure of meeting while there, Mr. Geo. F. McIntosh, formerly a member of the Order and delegate to the annual meeting at Omaha. A 9:30 p. m. I started eastward and at 7:35 a. m. next day arrived at Laramie where the day was spent with the brothers. After a pleasant drive about town we all assembled at the division room and enjoyed a pleasant meeting, which we believe was of great benefit to all. The meeting was presided over by brother Jamison. Brothers Stephens, Voorhes, Woodmansee and others were over from Cheyenne. I will not soon forget the first visit to the mountain city of Laramie.

At 8 a. m. I again moved eastward, and at North Platte was joined by brother Geo. R. Hammond, of Division No. 35, who accompanied us to Omaha and spent the day there. We arrived a 7 a. m. and were soon at the popular Millard, where we met many brothers of the Order and enjoyed the morning hour immensely. At 2 p. m. we were escorted to the hall and spent the time until 4:30 p. m. in instruction. Our good brother Herman was in attendance. At 4:30 I took leave of the brothers and was soon seated in the sleeper attached to the C., M. & St. P. train at Council Bluffs, and bid farewell to brothers Gilmore and Hammond, who had come over to see us off. After a pleasant ride and a good visit with the genial and popular C., M. & St. P. conductor, Sanderson, at 7 a. m. I was again in the office, and in conclusion let me return my sincere thanks to every brother of our Order that I met on my trip, for their kindness and courtesy, and I hope to meet them again ere long. I believe that our meeting has benefitted both.—[EDITOR.]

C. S. WHEATON, G. C. C.

In accordance with previous arrangements, I left Kansas City Thursday evening, May 14th, en route for Thayer, Mo., in company with brothers L. P. Martin, of St. Louis Division No. 3; E. Bowles, W. H. Latimer, and W. H. Burns, of Kaw Valley Division No. 55. We arrived at Thayer the next morning at 8:30 a. m., carefully guarded by brothers Roundtree and Haines, of Ozark Division No. 30, who were conductors in charge of the train. On alighting from the train we were met by brother Dando, of Division No. 55, and several of the conductors who were to compose the new division. We proceeded at once to the hall, where special session of the Grand Division was opened with the following brothers in the chair: Ed. Coman, D. G. C. C.; L. P. Martin, D. Asst. G. C. C.; E. Bowles, D. G. S. and T.; W. H. Latimer, D. G. S. C.; W. H. Burns, D. G. J. C.; B. Myers, of

Division No. 3, D. G. I. S.; G. Riley, of St. Louis Division No. 3, D. G. O. S. The following brothers were present: C. D. McEvelly, of Peoria Division No. 79; G. G. McGregor, of North Star Division No. 47, G. H. Hicock, of St. Louis Division No. 3. Eleven of the twelve charter members being present, the work was communicated to them in full and regular form. The session lasted until 10:30 p. m. with short intermissions for dinner and supper, after which the new division elected the following officers: P. Short, C. C.; P. Fowler, A. C. C.; W. H. McCabe, S. and T.; G. W. Hadaway, S. C.; W. B. Bryan, J. C.; J. H. Johnston, I. S.; E. Vanaiken, O. S., who were regularly installed by the D. G. C. C., brother McEvelly acting as marshal. The new division chose as its name Thayer Division No. 174, regular meetings to be held on the first and third Sundays each month at 7:30 p. m. After passing a vote of thanks to Messrs. L. W. Towne, Gen. Supt. H. W. Diggins, and J. H. Sullivan, Div. Supt.; J. F. Briggs, Chief Dispatcher of the K. C. Ft. S. & G. R. R., for interest taken and favors extended in arranging for presence of the members of the new division and transportation for the visiting brothers, and to the A. O. U. W. for free use of hall. The new division closed its first session in regular form. From the fact that only one road runs through Thayer the new division will necessarily be limited in membership, but from the interest manifested at the organization, I think they will make up in quality what they lack in quantity. On the following morning we left Thayer for Memphis, Tenn. This train was in charge of conductor Geo. Curtis, who, although not yet a brother of the Order, is a very affable and genial gentleman, and did not relinquish the care of us until he saw us safely at the Peabody Hotel, Memphis, Tenn. We were met at the depot by brother Billingslea, of Alamo Division No. 59, who having taken great interest in the new division, informed us that all the preliminaries had been arranged for the organization at 11 a. m. Sunday, at which time, after a refreshing nights sleep, we repaired to the K. P. hall and opened a special session of the Grand Division with the chairs filled as follows: Ed. Coman, D. G. C. C.; B. Grist, D. A. G. C. C.; E. Bowles, D. G. S. and T.; W. H. Latimer, D. G. S. C.; W. H. Burns, D. G. J. C.; T. Billingslea, D. G. I. S.; Bro. Williams, D. G. O. S. Present brothers, L. P. Martin, M. O. Grady, Bowling, H. G. Towbridge, H. A. La Rue, G. H. Hickock, H. D. Walling, G. G. McGregor, and P. Figuers. Nineteen of the twenty members were present and the work was communicated to them in regular form. The session lasted until 8 p. m., after which the following officers of the new division were elected: C. C. Cook, C. C.; W.

Copeland, A. C. C.; H. McDonald, S. and T.; A. L. Perryman, S. C.; R. I. McCauliff, J. C.; C. Weddle, I. S.; A. Dickinson, O. S., who were then duly installed by the D. G. C. C. The new division decided to be known as Memphis Division No. 175. Regular meetings first and third Sundays each month at 2 p. m. in K. P. hall. D. G. C. C. having granted the proper dispensation, two candidates were duly initiated and promoted by the officers of the new division assisted by D. G. officers present, the secret work by this means being very completely and carefully exemplified. After passing a vote of thanks to the proprietor of the hall for courtesies extended, the new division closed at 11 p. m. in regular form. Memphis Division starts out with representative men from every railroad out of the city and we predict will make a strong division, both in membership and efficiency. We have rarely seen as great interest manifested by new members of the Order. The hospitality of southern people, especially railroad men, being proverbial, we were prepared for a cordial welcome, but the princely manner in which we were treated, both at Thayer and Memphis, far surpassed our most sanguine expectations; that we are utterly unable to find language to adequately express our feelings. We hope that we may be fortunate in being selected to organize another division in the "Sunny South." Our thanks are due to the brothers who so kindly assisted us in the work, especially to Brother Grist, C. C., Ozark Division No. 30, whose untiring efforts and able exposition of the principles of the Order contributed so much to the success of the meeting, and to Brother Billingslea, of Division 59, for especial care taken of us while at Memphis. On our trip home we were equally fortunate in being piloted over the road by those genial conductors C. H. Foote and Brother Miller, of No. 55. We had the pleasure of the company of Brother Wirtz, of No. 44 on our way home, and also the good luck to meet Brothers Washburn and Turner, of No. 3 at Thayer.

Yours in P. F., ED. COMAN, D. G. C. C.

BUCYRUS, Ohio, May 13th, 1885.

C. S. WHEATON, G. C. C.:

DEAR BROTHER—I (with the assistance of brother Tremmel, of No. 119), organized Alliance Division No. 177, Monday, May 11th, at Alliance, O., with the following as charter members: M. Price, C. W. Garland, A. Baer, B. J. Strahl, F. M. Foster, H. Smith, D. M. McClain, J. A. Baer, J. C. McHenry, M. Shafer, F. M. Feters, J. W. Bowden, H. H. Hoyer, W. W. Shafer, W. A. Whitacer, J. Bevington, D. A. Martin, W. Freland, Geo. Rager and Robt. McCrea. The following were present to whom I communicated

the work: Hayer, McCrea, Price, Bowden, Freeland, Fetters, Smith, Strahl, McHenry, Foster, and W. W. Shafer. The officers elected were H. H. Hoyer, C. C.; R. McCrea, A. C. C.; M. Price, S. and T.; J. W. Bowden, S. C.; W. Freeland, J. C.; F. W. Fetters, I. S.; W. W. Shafer, O. S., all of whom were duly installed except the Inside Sentinel, who had to go out before installation. The regular meetings of Alliance Division No. 177, will be held on the first and third Mondays of each month, at 2:00 p. m., but as the arrangements were not completed for a hall I cannot give the location. I will say to all members of the Order, that better material was never gathered together for the building of a division than I found there. Great credit is due Bro- Price and others who assisted him in getting these conductors as charter members of this division, as I believe each to be worthy of our confidence and brotherly love.

Yours in P. F., A. H. GARDNER.

We are in receipt of several communications on the "blacklist," some of which are worthy a place in the MONTHLY but want of space prevents their publication. Among them are two written by different men employed on the same division of the U. P. Railway. One asserts that conductors on that division have been discharged and blacklisted because they were members of the Order, the other says "no employe is dismissed without good cause and that every one accused is given ample opportunity to clear himself." We know personally that men are not dismissed by the U. P. for membership in the Order, and we sincerely hope the day is far distant, when membership in the Order will be used to screen the guilty from just punishment. A third, writing a communication entirely too long for the MONTHLY, concludes by vigorously assailing the fictitious case presented by "G. W. Winkelreid," who, by the way, is a passenger conductor on a leading railway, has been a trusted and faithful employe of the same company for the past twelve years, and is a respected member of the community where he resides. Our correspondent then acknowledges the force of Winkelreid's argument by asking in all earnestness, "can a conductor make the appearance the company expect of him, pay board at two or three places on the road and keep a family on ninety or one hundred dollars per month?" We answer most emphatically, *Yes Sir*, he can, and we further add what we believe will seem superfluous to 4999 of the 5000 readers of the MONTHLY, a large majority do, and many save a modest competence. This we believe will not be disputed by any except those whose business it

is to find conductors guilty and by the real "G. W. Winkelreids" of whom there are too many in the service. Continuing he says, "If he (a conductor) lives within his means, he will be considered niggardly and shabby and his clothes will look threadbare." This we emphatically deny, not that we deem it necessary, but the MONTHLY wishes, in behalf of the thousands of honest conductors all over the land, to record its indignant protest against the assumption that all conductors who dress suitably and appear respectable, are thieves. Our correspondent goes beyond the most sweeping accusations of the most depraved "spotter," in the question and the assertion following it. Is it pertinent or impertinent for the MONTHLY to ask its correspondent, "Do you make the appearance the company by which you are employed expect, or do you look shabby and threadbare?"

We wish to call attention to a communication in this issue in regard to the appeals for aid that are occasionally sent out. There is much truth in what our correspondent says in regard to this matter, and many complaints have come to us before from different divisions. It is true that one of the great principles of the Order, is the obligation we are under, to care for our disabled and the needy relatives of our deceased brothers, but is it not better for each division to try its own resources before appealing to others, and is it not especially the case if the members of the division have generally neglected the Benefit Association? There are cases where divisions have cared for the families of deceased brothers without asking assistance, and they think it is hardly just to ask them to aid others. Our correspondent certainly asks some very pertinent questions: "Why are they left destitute and who is to blame?" The destitute widow and helpless orphans are not to blame and if the division in whose charge they are cannot provide for them, the Order at large, certainly should do so. Who is to blame? Now must not all or nearly all of us share the responsibility of the negligent brother who has failed to make any provision for his family? We answer, *yes*. We should have seen to it that he did make some suitable provision, either by the O. R. C. Benefit Association, or some other insurance. You answer that you cannot force a brother to join the association: No, but have you persuaded him as you ought, and if through misfortune of any kind, he was unable to join, was it not the duty of the division to pay the fee and assessments for him until he became able to do so? In a pecuniary point of view, is it not cheaper than to allow him to remain uninsured? If he was able, and refused to either insure or save his earnings for the benefit of his family, was it not the duty of the division to take some action to awaken him to the responsibilities of his membership in the Order? Space will not allow us to pursue this subject further now but we shall recur to it again.

Ladies' Literature.

AN IDEAL WOMAN.

'She was my peer;
 No weakling girl, who would surrender will
 And life and reason, with her loving heart,
 To her possessor; no soft, clinging thing
 Who would find breath alone within the arms
 Of a strong master, and obediently
 Wait on his will as in slavish carefulness;
 No fawning, cringing spaniel to attend
 His royal pleasure, and account herself
 Rewarded by his pats and pretty words.
 But a sound woman, who with insight keen,
 Had wrought a scheme of life, and measured well
 Her womanhood; had spread before her feet
 A fine philosophy to guide her steps.
 Had won a faith to which her life was brought
 In strict adjustment—brain and heart meanwhile
 Working in conscious harmony and rhythm
 With the great scheme of God's great universe
 On toward her being's end. —*Holland.*

An educated Chinaman prettily explains the ignorance of Chinese women. He says; "Woman has no need to perfect herself; she is born perfect, and science would teach her neither grace nor sweetness, those two lords of the domestic hearth inspired by nature." This is probably the idea of all who oppose the higher education of woman.—*Terre Haute Mail.*

A pretty story is told of Princess Eugenie, sister of the King of Sweden. She sold some of her diamonds, a while ago, to raise funds for the completion of a hospital in which she is interested. Visiting the hospital after its completion, recently, she spoke to one of the suffering inmates, who wept glistening tears of gratitude at her kindness. "Ah," said the Princess, "now I see my diamonds again."

I wish some strong, bright angel stood before you just now, while you read, girls, to flash before you, as no words of mine can, the power you possess to help or to hinder the cause of temperance, to make you feel your re-

sponsibility, because you are girls, in the matter; to shudder at its weight, and to never cease trying to fulfill it! Doubtless you have heard a good deal about the value of your smiles, but do you know the value of your frowns? I wish I could make you feel the value of your frowns, and the importance of knowing just what to frown upon. What a man must do by a blow, a woman can do by a frown. When the time comes that the young man who now shares his time in your society and the saloon, who jokes about temperance in your presence, and takes a glass socially now and then, is made to feel that these things cannot be if you are to be his companion at party, ride or church; that good society cannot tolerate these things in its members; in short, that this kind of a man is unfashionable and unpopular—then alcohol well tremble on its throne, and the liquor traffic will hide its cancerous face.—*Miss Elizabeth Cleveland.*

ART VS. FASHION.

For all that we have uttered in derision of Oscar Wilde and his whims, dear friends, forgive us. Here is the most common sense we have seen in many a day on dress and fashion. We quote from a recent article by Oscar Wilde on "The Philosophy of Dress:" "Fashion rests upon folly. Art rests upon law. Fashion is ephemeral. Art is eternal. A fashion is merely a form of ugliness so absolutely unbearable that we have to alter it every six months! It is quite clear that were it beautiful and rational we would not alter anything that combined these two rare qualities. And where ever dress has been so, it has remained unchanged in law and principle for many hundred years. And if any of my practical friends in the states refuse to recognize the value of the permanence of artistic laws, I am quite ready to rest the point entirely on an economic basis. The amount of money that is spent every year in America on dress is something almost fabulous. I have no desire to weary my readers with statistics, but if I were to state the sum that is spent yearly on bonnets alone, I am sure that one-half of the community would be filled with remorse and the other half with despair! So that I will content myself with saying that it is something quite out of proportion to the splendor of modern dress, and that its reason must be looked for, not in the magnificence of the apparel, but rather in that unhealthy necessity for change which fashion imposes on its beautiful and misguided votaries. Were the laws of dress founded on art instead of on fashion, there would be no necessity for this constant evolution of horror from horror. What is beautiful looks always new and always delightful, and can

no more become old fashioned than a flower can. Fashion again, is reckless of the individuality of her worshipers, cares nothing whether they be tall or short, fair or dark, stately or slight; but bids them all be attired exactly the same way, until she can invent some new wickedness. Whereas art permits, nay, even orders, to each perfect liberty, which comes from obedience to law, and which is something far better for humanity than the tyranny of tight lacing, or the anarchy of aniline dyes."—*C. R. Republican*.

WOMEN'S WAGES IN GERMANY.

Germany is agitated by the question of women's wages. Female telegraphers work for \$20 a month—a sum at which men refuse to engage themselves; and they are required to work not only more hours a day than the men, but to take the place of those employes who are away for vacations. Ladies of education who are employed in the street railway companies are remunerated at the munificent rate of \$11.25 a month, and only after long years may aspire to the maximum of \$22.50. No recognized vacation is accorded them, as in every instance if one is absent another has to make up the deficiency. In spite of these and other depressing facts, women are making increasing efforts to learn trades and business.—*Chicago Tribune*.

EMPLOYMENT OF WOMEN IN ENGLAND.

In England there has been a great increase in the past ten years in the number of women engaged in various industries, while some entirely new classes of female labor have been created. In the civil service there are 3,216 female officers and clerks, while the municipal and other local authorities furnish employment for 3,017. There are 1,000 women engaged as missionaries, scripture readers and itinerant preachers, and 3,795 appear as nuns and sisters of charity. There are 100 female law clerks, 2,646 midwives and 35,175 women engaged in subordinate medical service; 123,836 women are engaged in educational work. Female musicians and music mistresses number 11,376; inn or hotel servants, 26,487, and domestic servants, 1,230,406.—*New York Sun*.

OUR PATRIOT MOTHERS.

"Read the fresh annals of our land; the gathering dust of time
Not yet has fallen on the scroll to dim the tale sublime,
There woman's glory proudly shines, for willingly she gave
The costliest offerings to uphold the generous and brave.
Whatever strong armed man hath wrought, whatever he hath won,
That goal hath woman also reached, that action hath she done.

Fraternal.

BOONE, Iowa, May 12, 1885.

C. S. WHEATON, G. C. C., O. R. C.:

DEAR SIR AND BROTHER:—In compliance with a request of brother Geo. W. Dwinell, I went to Long Pine, Nebraska, to assist at the organization of Long Pine Division, No. 173. After a tedious ride of 380 miles, I arrived at the end of journey Saturday evening at 7 o'clock, and after a hearty supper with mine host, Dwinell, I proceeded to woo the drowsy god, in order to be fresh for the work of the morrow. My efforts in that direction were not a complete success, as brother Gayer was assigned to the same room with me, and his feet being of such mammoth proportions it required his constant attention to keep them covered, as the covers were not large enough to cover both pair, mine were of necessity left exposed to the weather the greater portion of the night, in consequence my voice was rather husky in the morning. About 8 A. M. our slumbers were unceremoniously disturbed by brother J. C. Davis rushing into the room informing us that brother Thomas, of Rock Island Division, No. 106, had just been shot by a gambler. Our toilet that morning was a hurried one, and on repairing to the scene we found it to be a false alarm.

The special session of the Grand Division was called to order at 10 A. M., when the following were appointed as Deputy Grand officers: D. G. C. C., H. A. P. Cronk, of Division No. 34; D. G. A. C. C., Geo. A. Dwinell, of Division No. 44; D. G. S. C., Brother Beatty, of Division No. 21; D. G. J. C., J. C. Davis, of Division No. 34; D. G. I. S., N. Hamilton, of Division No. 33; D. G. O. S., D. Johnson, of Division No. 34; D. G. S. and T., O. T. Johnson, of Division No. 38. Visiting brothers present: B. Gayer of No. 34 and brother Thomas of No. 106.

The session was opened in due form, when the following charter members were duly initiated and promoted by communication: Charles Baker, O. B. Fredericks, T. S. Heck, A. J. Galloway, Thos. Carlisle, J. L. Brewer, Chas. Sellors, M. H. Brown, Geo. H. Stewart, T. P. Noble, J. R. C. Jenkins and Frank Workman. Two of the number being selected, the work was fully exemplified with them. The Division was then formally instructed according to the rules and regulation of the Grand Division, after which brother Geo. W. Dwinell, of No. 44, was admitted by deposit of his withdrawal card. An election of officers was then held, brothers O. T. Johnson, N. Hamilton and Thomas acting as tellers, and the following were elected

to serve for the ensuing term : C. C., Geo. W. Dwinell; A. C. C., M. H. Brown; S. and T., T. S. Heck; S. C., Chas. Baker; Jr. C., J. L. Brewer; I. S., O. B. Frederick; O. S., Thos. Carlisle; Correspondent of the MONTHLY, Geo. H. Stewart. The name and title of the Division will be, Long Pine Division, No. 173, and will meet the first and third Sundays of each month, at 1:30 P. M., at the Odd Fellows Hall, Long Pine, Nebraska. From the material of which No. 173 is composed, and the interest manifested, I am safe in saying that it will take its place in the front rank, and they did one thing that I wish would be followed by every Division, i. e., *each one* made out an application for the Insurance.

Yours in P. F.

H. A. P. CRONK.

C. S. WHEATON, CEDAR RAPIDS, IOWA :

DEAR SIR AND BROTHER :—Pursuant to a call of Chicago Division Nos. 1 and 41, a union meeting of the Order of Railway Conductors was held in the hall of Chicago Division No. 1, at 82 West Randolph street, on Sunday, May 3. It being the regular meeting day for Division No. 1, a short session was held for the transaction of such business as demanded immediate attention, after which the Division was adjourned for a short time, subject to the call of the C. C., who re-convened Division in union session. In accord with the program agreed upon by Divisions Nos. 1 and 41 at a previous meeting, the following named brothers presided: Brother Wilkins, of No. 1, assisted by brother Rexinger, of No. 1, as C. C. The office of A. C. C. was filled by brother Stetson, of No. 1, assisted by brother Dunbar, of No. 41; S. C., brother Curran, of No. 1; J. C., brother Arnold, of No. 41; I. S., brother Fleming; O. S., brother Bellows, of No. 1. After the opening exercises the A. C. C. announced the presence of several of our Grand Officers in the ante-room. The C. C. thereupon instructed brother Kirkpatrick, of No. 1, to repair to the ante-room of the Division and conduct into the Division the Grand Officers, where they would be received in form. Under the escort of brother Kirkpatrick the following Grand Officers were presented at the altar: Grand C. C. Brother Wheaton, A. G. C. C. Brother Belknap, members of the Grand Executive Committee Brothers Robinson and Flack. Brother Kirkpatrick in a few well selected words presented our distinguished visitors to the Division, followed by brother Rexinger in an address of welcome. The G. C. C. then advanced to the rostrum, where, in a few well chosen words he thanked the Division and brothers for the generous reception of himself and colleagues, and then stated the object of the

meeting to be, viz: the building up of the Order, and the exemplification of the secret work connected therewith. To prevent confusion the G. C. C. divided the work into parts, beginning with the opening exercises and closing with the rites and form of promotion. In their eagerness to be informed on certain subjects, some of the brothers asked questions that belonged to another part of the work, and was mildly referred to that time, when their questions would be in order. At 1:40 p. m. the G. C. C. concluded his instructions on the work of the Order, when he adjourned Division until 3 o'clock, for dinner. Many of the brothers had friends or relatives in the city, who took them home to dine; while others, to the number of seventy-five or eighty, went to the Garrett House, corner of Clinton and Madison streets, where rates had been procured by the Committee on Public Meetings. After the dinner, Division was re-convened by the G. C. C. Short speeches were then made by brothers Chapman and Lambert of No. 4, Barker of No. 6, Helmer of No. 92, O'Brien of No. 97, Gillett of No. 79, Morgan of No. 149, Mark of No. 83, and others. The following rulings by the G. C. C. was then made known: 1st. In case the C. C. of a Division is succeeded, and the officer elected does not present himself to qualify, the old C. C. holds over until the new one is installed. 2d. Secretaries, when asking for dispensation to hold a special meeting, must state the intentions of the meeting in his call. 3d. If a conductor runs for twelve consecutive months on any surface railway, and then goes to another road and is employed as a conductor, he is eligible to membership. 4th. An applicant for insurance in the Order of Railway Conductors *does not* have to pass a medical examination. Brother Coman, of Kaw Valley Division, called to the chair. The G. C. C. then alluded to the carelessness of some brothers in giving the signs and grips in public, and then cautioned all brothers to be more careful in the future. While brother Wheaton was speaking a message was received by brother Carr, C. C. of No. 78, requesting him to purchase a floral tribute for our late brother Brogley, of Savanna Division No. 78, who was killed in a collision on the C., M. & St. P. Ry, May 2. Moved and seconded that a collection of ten cents from each brother present be taken up and the proceeds devoted to the request of brother Carr's message, as coming from this union meeting now in session in Chicago. Carried. The G. C. C. then drew a touching picture of the father, son, or brother, who, in the full vigor of his manhood, and while discharging the duties as a conductor, is cut down in a moment of time, sending the shaft of sorrow into the hearts of his family and friends, without a vestige of warning. Lament-

able and sad as is death in any form, it is still more sad when the departed one neglects in life to provide for the coming of such a calamity and leaves those depending on him without any visible means of support. It is the object of our insurance, that when such scenes do come it will not be accompanied by the sting of regret occasioned by a knowledge of the helplessness of those left behind. Brother Carr then thanked the meeting on behalf of Division No. 78 for its gift. A message from brother W. P. Daniels was read by brother Wheaton, containing regrets that he was unable to attend the meeting, and stating that our insurance now amounts to 2,050. Cheers. Brother Robinson paid a glowing tribute to the great benefits of our insurance, and to the Order of Railway Conductors in general and No. 41 in particular, he having assisted in organizing that Division. He was replied to by brother Williams of No. 41. Brother Gillette, of No. 79, was then called for and made a few well timed remarks, followed by brothers Towne of No. 28 and Harvey of No. 42. The acting C. C., brother Coman, then spoke of the magnitude of the work done by the G. C. C. and G. S. & T., as shown by a recent visit to the office of the same at Cedar Rapids, Ia. The time for closing the meeting having come, the G. C. C. waived the regular form and declared "this meeting is adjourned." Below is a roster of the names of the brothers in attendance: Division No. 1—C. M. Rexinger, J. R. Sandy, Wm. Kirkpatrick, Jas. Curran, C. L. Loveland, A. W. Connor, Jas. S. Knight, M. C. Scott, N. Degon, A. F. Fleming, J. T. Jenks, M. W. Morgan, F. M. Richardson, A. W. Bellows, W. A. Stinson, F. L. Stetson, F. B. Ogden, R. Paul, J. O'Neil, J. T. Fumey, T. P. Farmer, Jno. Sullivan Bert Morse, F. S. Cook, J. L. Kellogg, C. W. Card, C. E. Hurd, M. Kinney. Division No. 3—A. M. Wussinger. Division No. 4—Chapman, Lambert. Division No. 6—A. S. Barker, J. A. Henry. Division No. 9—C. S. Wheaton. Division No. 19—O. F. Mullen, D. Olney, C. H. France. Division No. 26—M. A. Loop, E. Lennan. Division No. 27—Jas. Ogilvie. Division No. 28—J. H. Towne. Division No. 31—B. McPartland, R. W. Robinson. Division No. 33—W. H. Crosby. Division No. 39—F. L. Bayless, W. W. Flack. Division No. 41—M. T. McCrabb, G. W. Jenkins, J. L. Lyle, A. Huffty, F. Maguire, M. N. Shehan, Jno. Dunbar, S. L. McDowell, J. W. Nichols, J. R. Oliver, J. Dougan, C. M. Arnold, F. Hopper, H. Stanfield, M. Burns, F. L. Wagner, A. A. Lidgeley, W. H. Hackshaw, J. D. Mitchell, Ira Burton, Thos. Barnes, Geo. Laiser, W. B. Cunningham. Division No. 42—S. B. Hovey. No. 46—J. N. Robinson, A. H. Cutter, Wm. Hedges, C. E. Ewens, W. B. Woodford, Al. Vannaman. No. 53—F. D. Chatfield. No. 55—Ed. Coman, M. Hughes, G. W. Warren. No. 61—J. Johnson. No. 66—J. P. Roberts.

No. 74—Ed. Wilkins, T. P. Fumegam, D. Canan. No. 78—E. B. Feathergill, H. E. Carroll, E. B. Carr. No. 79—W. E. Bell, Peter Farrell, W. M. Lyons, A. F. Mooney, G. W. Scott, A. Sansburg, W. O. Hitchcock, W. Flamery, W. J. Rhodes, J. W. Carroll, F. Gillette, J. W. Stillwell. No. 83—J. W. Mark, F. E. Rogers, H. Dodd, Ed. Flinn, J. L. Long. No. 87—Ed. O'Brien, W. B. Kaywood, J. C. Kees, F. Monahan, L. Steel, J. Weinhart, J. B. Holmes. No. 92—L. L. Helmer. No. 96—C. D. Rossetter, A. Landes, B. F. Reynolds, Thos. Flynn, M. T. Hinckley, J. Clancey, Thos. Quinn. No. 97—Geo. Linn. No. 100—Wm. Ewan, J. B. Carey, T. J. English, M. C. Kelley, A. D. Hunston, Jno. Scott, W. Thompson, Jas. Galvin. No. 103—Fred. Helmer, C. Brown. No. 110—D. Foster, Thos. Sample, W. Parks, C. A. Vickery. No. 112—J. L. Davis, T. C. Borden, T. J. Wright. No. 113—L. F. Horn, L. M. Thomas, J. Burke. No. 118—M. Kent. No. 120—A. R. Mace. No. 125—Geo. Marlin, Thos. Riley. No. 126—F. J. Fairbass, G. B. Miller. No. 127 H. Cane. No. 132—C. M. Hall. No. 137—Del. Robeson, Geo. Keefer, R. K. Alexander. No. 138—Wm. Thompkins. No. 149—J. D. Morgan. No. 152—E. Hamilton. No. 155—L. H. Grover. No. 164—Burley J. W.

GLEICHEN, N. W. T., May 31, 1885.

DEAR EDITORS:—As there are few members of the Order who have had a chance to visit a genuine Indian Reserve, a description of a visit I made to the Blackfoot Reserve may be read with interest. Having been fortunate enough to secure a ride with "Dutch Patrick" a genial and whole-souled "cowboy" who is employed by the Indian agent to look after the government stock on the Reserve. I rode seven miles south from the main line of the Canadian Pacific, and found myself in one of the most picturesque valleys in America—the Bow River valley. There are over seventeen hundred Indians on the Reserve, all told, and from the number of dogs which came out to salute us, each dog snarling in a different tune, I should say that each Indian owned three dogs. On an eminence I noticed several mounds about the size of a salt barrel. These were the bodies of dead Indians, merely rolled up in empty flour sacks, etc., and left on the surface of the ground. Only for the flavor of these mounds, I could have believed that Indians never died, some of the old fellows looking as old as the hills around the Reserve. Clothing is a secondary consideration, especially with the little boys. They are as naked as ever they were, and they could all run, no matter how small they were, (something like young colts). Old and young are very sociable, particularly so if you have any money or tobacco to give them, and they are all scrupulously—dirty. From three to five steers

are butchered daily ; a pound of beef and a pound and a half of flour being the government allowance to each Indian, old and young. They go off on hunting and fishing trips, and their conveyances are worth a description. Two poles about fifteen feet long are fastened together on the pony's back, the end of each pole dragging behind. Their possessions are laid across these poles, securely fastened. The squaw leads the pony and Mr. Indian rides behind on another pony, as free from care as a pet dog. Any brothers who read about the "dusky beauties"—Indian maidens—will please change their minds, as they are a homely lot. SASKATCHEWAN RIVER.

GALESBURG, ILL., June 8, 1885.

DEAR EDITOR:—Perhaps there has been nothing that has attracted my attention, coming from the columns of your excellent magazine, any more than the able article in the May number signed "Want to Know You Know," and the additional one in the June number from his twin brother, signed "Want to Know." And the cause for my noticing these articles arises mostly from the simplicity of, and ignorance of the "New Delegate," which he exhibits in his search after wisdom through the columns of the MONTHLY, and I do not feel at liberty to even attempt to answer his questions, were I competent, inasmuch as they are propounded to the editor, and the answers are certainly expected from that source. And when he attacks with such graphic sentences the ignorance of so many "New Delegates" who attended the Grand Division of 1884. Although not a delegate, I was there by invitation, so allow me to plead guilty to the charge as one of the uninstructed and ignorant members in almost any thing which tended toward the rapid performance of business, or it being conducted in a systematic manner according to parliamentary rules, all in strict accordance with the constitution of this Order, as printed in manuscript form, or so ably explained by our teachers. And I cannot wonder for one moment, that ye writer, the "New Delegate," sat and wondered that business was transacted in such an unsatisfactory way, becoming men of brains and general intelligence ; and I realized, I think, even more fully than the "New Delegate," my littleness and the small and insignificant part I was playing in that Grand Division. And after carefully looking over the roll of delegates I find such a large proportion (like myself) who had belonged to the Order perhaps one, possibly two years ; perhaps had never been inside a Division twice in their lives, entirely unacquainted with the making, or changing for the better, of any laws which might bring prosperity to the Order, much less acquainted with the wants and necessities of a society so prosperous and rapid in its growth,

then it seemed clear to my mind that some allowance might be made for the mistakes, yea, the blunders of many a "New Delegate;" and may there not possibly be a little excuse for even them, coming from this one fact: There are so many old and influential members of that body who have sat in Grand Divisions for years and years, the routine of work, the duties of every delegate, the pro and con of parliamentary tactics are at their tongue's end. They should be the teachers and instructors instead of the fault finders. I ask in all candor, were they such? Was there either a public or private exhibition of such actions? Or were subjects acted upon where five minutes explanation would have set the "New Delegate" all right, and duly prepared to vote as consistently as the wisest, when it took hours to transact the same business by all things being allowed to remain anything but plain? If there is a brother whom this fits, please in all friendship, give the subject a little thought before you reach the beautiful city of Louisville in 1885. The new delegate would be very thankful and glad of this much information, and the old member would not feel that he had even descended to their level by making plain to one like myself. And passing over the questions asked by the "New Delegate," I can scarcely surmise why the editor has not answered his question. The first were directed to you, Mr. Editor; the second to "Dear Mr. Editor;" and if that last salutation does not open your hard and stony heart, God only knows what will fetch you. And, by the way, I see by the item in the June number that you, Mr. Editor, have written the "New Delegate" that a Grand Officer has dared to criticise some portions of manuscript No. 1, because he, the "New Delegate" did not, instead of dare not, sign his name. If said officer said or wrote such things, he is certainly guilty of great indiscretion, of at least accusing a "Total Stranger" of writing *any article* which he would not dare attach his name to. Really, Mr. Editor, the Grand Officer must have allowed himself to become a little too previous in his writings or remarks, as he usually is. Please give me his address if not inconsistent with your rules of etiquette and editorial courtesy, and I will send you the Grand Officer's photograph by first mail. The "New Delegate" wishes also that allowances be made "for his feeble efforts." The Grand Officer will not request the same of you, Mr. Editor, well knowing that if you made allowances for every feeble effort he makes, that very soon there would not be enough left of either the effort or the allowance to be company for a setting hen. And I do not make this remark as a comparison with the "New Delegate." No one ever stood by with a kind word, and strong arm, and a warm heart for the support and strengthening of this same "New Delegate" more than your

humble servant, and I really fear the reason he is not able to explain all things in a satisfactory manner to his Division is on account of his ignorance, brought about by your neglect, as also of other brothers, in not making all things plain to him. He certainly seem so willing and anxious to learn, I rather like a "New Delegate." His simplicity of manner, coupled with his apparent ignorance, helps to offset the ignorance and feebleness of a Grand Officer. Many an old delegate, and permanent member, one who has attended every Grand Division for years, and years, are so apt to think after a while that they know it all, even become a trifle arrogant and overbearing; but the "New Delegate," he is excusable and my heart goes out in sympathy and kindness toward the "New Delegate," "Want to Know You Know," and his June twin brother, "Want to Know." Living, as I presume he does, in some little hamlet in the undeveloped country, perchance coming from a country where modesty casts her mantle over the pathway of the uninitiated members who are delegates to raise their voices in the Grand Division hall, so of course the "New Delegate" must of necessity feel very awkward when his Division asks such simple questions and he is unable to answer, and gets no satisfaction from the editor of this magazine. And the worthy brother adds: "Did the Grand Officer know what hot water he is in all the time, he would forbear any remarks." In case of a sore, or bruise, or a sprain, or in any mental or physical ailment, the first prescription is, nearly always, hot water. Keep it boiling hot, brother, and by and by the miasma, the imperfect matter, the overplus will all work out, and the "New Delegate" will feel like the other brothers.

Yours in P. F.

E. H. BELKNAP.

LONGVIEW, TEXAS, June 4, 1885.

C. S. WHEATON, ESQ., G. C. C. of O. R. C., Cedar Rapids, Iowa:

BROTHER:—We are constantly receiving calls for subscriptions from different Divisions of our Order asking the members for donations for the relief of some brother's family, who have been left in destitute circumstances by the death of the husband and father. It seems to me that there is something wrong. Of course we have no objection to subscribing to the relief of these deserving wives and children who have been left in such circumstances. But the question is, why are the families of brothers left in such circumstances? Who is to blame? What Order presents a cheaper or better insurance than the O. R. C., and why have these brothers neglected to avail themselves of its benefits. We have promptly and cheerfully responded

to all these calls and are willing to still do so. Yet I wish to place before the members of the Order this fact, that they are criminally negligent in thus neglecting to secure for their families the benefits of our insurance. Furthermore, they are imposing upon brothers who have availed themselves of the insurance, and are greatly retarding the prosperity of the insurance. It seems to me that these are good points, and brothers of the Order ought to at once consider the dangerous business in which we are engaged and comprehend how liable they are to leave their wives and little ones to the cold charity of the world. Can we love our wives and children and neglect to provide such a protection for them. Oh why don't we think of these matters as we should. Brothers who have no families ought to insure for the reason that they are liable to the same untimely death, and if they have no other good institution to leave their insurance to, they could, in case of death, leave it to the insurance fund. How could a brother build a better or greater monument to his memory than that? I wish to see something in the MONTHLY from the pen of some able brother on this matter, and hope to see a greater effort made than has been to persuade brothers to avail themselves of one of the grandest institutions of the country in which we live. May God bless the Order of Railway Conductors and the insurance.

Yours very truly in P. F.

"P."

NEW ORLEANS, May 11, 1885,

BROTHER C. S. WHEATON, G. C. C.:

DEAR SIR:—In compliance with the authority granted through a dispensation under seal of your office for the organization of a new division of the Order at Mobile, Ala., your deputy proceeded to the above mentioned city, Sunday, May 10, 1885, and was met at the depot by brother C. L. Humphrey, of Division No. 108, and then proceeded to the hall of the B. L. E., where, at 3 p. m., the assembly was called to order and the purpose of the meeting was stated by the Deputy and his letter of authority read. The stations were filled as follow. A. C. C., C. M. Salmon, Division No. 108; S. & T., C. L. Humphrey, No. 108; Sr. C., J. W. Bullock, No. 108; Jr. C., Geo. Black, No. 105. The ceremonies of organization was then proceeded with in conformity with the instructions laid down in the Ritual of the Order. The following petitioners for charter were accepted by your deputy: Wm. H. Scholes, C. T. Huggins, P. J. Collins, P. M. Hickey, A. T. Aken, J. P. Collins. The petitioners all being present, your deputy proceeded to administer the degrees of the Order by communication. The officers duly elected by ballot were then installed in office in regular form, as follows,

brother C. M. Salmon, of Division No. 108, acted as marshal: Wm. H. Scholes, C. C.; P. J. Collins, A. C. C.; T. E. Buckley, S. & T.; J. P. Collins, Sr. C.; C. L. Huggins, Jr. C.; P. M. Hickey, I. S.; A. T. Akin, O. S. It was decided that the new division should be known as Gulf City Division No. 178, and until further notice shall meet the 2nd and 4th Sunday of each month at the hall of B. L. E., Mobile, Ala. The division starts off with only seven numbers, but they are seven brothers that will be of great benefit to the Order, and they are liked by their officers. They have been in the employ of the M. & O. R. R. from ten to twenty years, and to-day stand A No. 1 with all who know them. It seldom occurs that a new division is organized by seven men off of one road. Thanks is due their superintendent and master of trains by arranging so as to let them be on hand. I wish to return thanks to brothers Salmon and Bullock, of Division 108, who accompanied me from New Orleans to Mobile, for assistance; also brother Humphrey, of Division 108. The brothers in the new division have studied carefully the benefits of the Order of R. C., and we need not have any fear but Gulf City Division No. 178 will do its duty and come to the front when called upon.

Yours in P. F.

J. E. HOLDEN, Deputy.

TO MEMBERS OF OUR ORDER AND WIVES.

On Saturday, May 30th, we were called upon at our rooms at the Northwestern Hotel, by brothers E. H. Belknap and wife, W. W. Flack and wife, C. A. Millard and wife, P. A. Murphy and wife, H. O. Fosdick and wife, Mrs. L. A. Clauson, Miss Bertha E. Clauson, H. Hurty and W. P. Daniels, who brought us as your representative, two elegant crayon pictures of ourselves, neatly framed. That we were surprised only one-half expresses our feelings, and we hereby desire to extend to all who in any way was interested in this expression of your good will, our sincere thanks. If we in our life of service have merited such kind expressions, we are glad, and can assure you that they shall be a double incentive to us to labor even harder than before for your benefit and assistance. There are times to us all that life seems dark and dreary, and no one thing more surely lifts the cloud than kind words or friendly tokens. Your kindness has touched our hearts, and we hope and pray that our pleasant associations will ever remain as now. Again thanking you, one and all, we are,

Truly your friends,

CALVIN S. WHEATON,
FRANKIE B. WHEATON.

LITTLE ROCK, ARK., June 3, 1885.

EDITOR OF MONTHLY, O. R. C., Cedar Rapids, Iowa :

Little Rock Division No. 131, will be one year old June 7, 1885. In behalf of its forty-seven members I will try and write up its status. We are in a truly flourishing condition, composed of employes of the St. L., I. M. & S., L. R. & F. S., M. & I. R., L. R. M. R. & T., T. & St. L. & Hot Springs Railways. We have a wide field from which to gain members. Our Order is increasing numerically at almost every meeting, and at every meeting we increase in zeal for the cause. We are most of us young in division work, but have progressed very favorably. We have been greatly assisted by having with us such staunch old members as Isaac F. Davidson, of No. 37, a permanent Grand Division member; also, brother A. G. Adams of No. 6, J. E. Bradt of No. 18, T. J. Dolan of No. 36, and others who have assisted in division work and helped to make our meetings always pleasant. We should have greatly appreciated a visit from brother G. C. C., C. S. Wheaton, during his late southern tour; indeed, we almost have cause to feel slighted; the G. C. C. going entirely around us. We assure him we should have treated him royally could he have made the "City of Roses" a visit. The articles on the "Spotter" and "Blacklisting" have been a cause of much discussion among our members, as some of us have seen its workings for some time past, although I am happy to state we have no members who are subject to the superintendent's "black-book," but many of us know a friend who we think has suffered enough for some mishap, and cannot but think he should be permitted to try again. Will not your correspondent, who signs in June number of the MONTHLY, "Want to Know," at least let us *know* if he is now a railroad employe. More anon.

Yours in P. F.,

"Z."

CARBONDALE, PA., May 31, 1885.

EDITOR MONTHLY—DEAR SIR:—May 31st found us at Carbondale, Pa., in special session of the Grand Division for the purpose of organizing a Division of the Order. With the assistance of brother G. F. Silvernell, of Division No. 160, we constituted Pennsylvania Division No. 156, with nineteen charter signers present. The following were elected officers: John B. Kirkbride, C. C., O. H. Loftus, A. C. C., Boyd Case, S. & T., I. B. Robbins, Sr. C., M. H. Maloney, Jr. C., J. J. Lowrey, I. S., M. Gorman, O. S., H. E. Johnson, Correspondent for the MONTHLY. Afterwards thirteen applicants were initiated and promoted in regular form. Six members filled out applications for insurance; time was only wanting to have captured every one, and I predict every member of Division No. 156 will take the insurance at an early date, making it one of the solid divisions of our Order.

Yours truly in P. F.,

C. A. Wood, D. G. C. C.

SWIFT CURRENT, N. W. T., May 15, 1885.

EDITOR MONTHLY—DEAR SIR:—In the May number of the MONTHLY I notice a communication signed by G. W. Winkelreid, which surprised me. It is the old story of the fox and grapes. Without appearing rude, I think the writer is a fool, or at least he has all the symptoms of being one, and if he has any friends, which is unlikely, they should look after him. I would like to revise his letter, but it might please the poor foolish thing to have any notice taken of his chatterings. He says he was rejected. A most fortunate thing for the Order. He says the spotters wanted \$250, and he had not \$25 to his name. I well believe that, as I don't believe he ever owned that much in his life. He claims that he don't drink "very much." True again. His weak intellect would stand nothing but a "small beer." There is a railroad in Turkey which has only one rail and a cross-beam across the wagon, each end of said beam being supported by a donkey. I would advise him to go over there and apply for a situation as conductor. In case the donkey played out he could take its place. I have an old pack-saddle which I will cheerfully send to him, should he decide to go.

I beg to remain as ever,

A MEMBER OF THE ORDER OF RAILWAY CONDUCTORS.

[The MONTHLY heartily endorses the advice of its correspondent, and if the Order can only persuade, by advice or any other means, *all* the "G. W. Winkelreids" to emigrate to Turkey, it will be of benefit to every person interested.—ED.]

MUCHAKINOCK STATION, May 17, 1885.

TO THE CONDUCTORS' MONTHLY.

DEAR EDITOR:—I may be called a kicker, but have always had some reason for it beforehand. I have no reason whatever to find any fault with the management of the Order for the past few years. I can not for the life of me understand what *You Know You Know* is driving at. If he knows himself it is a question in my mind. I shall have to call him to order, at any rate, for the disrespectful language he uses in speaking of brother Daniels, calling him a fool. This kind of kicking is very liable to cause general dissatisfaction, and let us have no more of it.

Very respectfully yours in P. F.

MAJOR MORRIS.

DENISON, TEXAS, June 5, 1885.

MESSRS. EDITORS OF MONTHLY:

DEAR SIRS AND BROTHERS:—Brother Samuel P. Monley, an old Mo. Pacific conductor and a member of Lone Star Division No. 53, returned home on a visit to his mother, at Pearce City, Mo., on June 1st, from Guatemala, Central America, where he has been engaged with government surveyors pushing a railroad in that country. He speaks Spanish fluently, and when the road is completed brother Monley has promise of the first train. While here he subscribed for the MONTHLY, which will be read with pleasure there, and the progress of our noble Order watched closely.

Yours in P. F.

JNO. E. H.

Railroad Rumbblings.

—THE MANN BOUDOIR CARS.—The Mann car shown was built by the Jackson & Sharp Co., of Wilmington, Del. The peculiarities of this car are many, and need little further description here. The division into compartments opening into a passage running along one side of the car certainly seems to combine the advantages of the compartment and the open car systems. Privacy in any compartment is secured by simply shutting the door opening into the passage, while communication with the rest of the train is as easy as with the ordinary style of car. From a traveler's point of view the compartment system has at least two distinct advantages. The majority of people using a sleeping car find it difficult to travel without a sum of money in their possession. Some fastidious people consider a watch necessary, while many indulge in the luxury of a watch chain, a breastpin and earrings. Now, would any sane or sober person calmly go to bed, even in a first class hotel, and leave his room door open? Yet this is precisely what is done in the ordinary sleeping car. If on awakening in the morning the traveler finds himself a poorer man, the question at once arises, who has enriched himself at his expense, and the question is more easily asked than answered. It may be any of his twenty fellow passengers, it may be the porter of his own or an adjoining car, it may be one of at least two conductors, or a brakeman. Nor is this all; there is no certainty that the thief is on the train; he may very possibly have paid the car a hasty visit during a stoppage at a way station, and finding the porter taking his customary nap, have quietly appropriated his booty and departed. There is little security against robbery, and there is still less chance of detecting the thief. In the Mann car, once the door of the compartment is bolted from the inside, no outsider can get in, and if anything is stolen from a sleeping traveler, the difficulty of finding the thief is considerably lessened; he must be among his three room mates in that particular compartment. In the one place any one of some thirty people have a chance of stealing without any suspicion falling on them, and in the other, at the most, three persons have the chance with the certainty of being at once suspected. Now, though it is true that robberies in sleeping cars are of infrequent occurrence, few people sleep the easier for knowing that their watch or money may be easily stolen with practically little chance of recovery. Another point in favor of the Mann car is the greater amount of room available for dressing. The sleeper's head being immediately under the highest part of the car (the center) in-

stead of under the lowest (the sides), he has more room than when dressing in an ordinary sleeping car, in an awkward, half-sitting position on his berth. But as there is a compartment specially reserved for ladies (civilization has not reached the point of reserving a space specially for babies) there is a chance for an unfortunate male to dress in an ordinary perpendicular position without offending any of the proprieties. Without daring to penetrate any of the mysteries of a feminine toilet, it must be opined that the ladies would even more appreciate the chance of being able to dress much as if they were in a small bed room with impervious walls, instead of being confined in a much smaller space, protected only by loose-jointed curtains from the gaze of any chance passer-by. As a day car, the softer seats and the cushions giving support to the head and rest to the elbows, the Mann car must be pronounced not only a great improvement on the usual sleeping car of the day, but on the best day or parlor cars to be found east of Chicago. The ventilation as far as the writer's personal tastes are concerned, is good, and that the current of air is ample is proved by the fact that though smoking is permitted in any part of the car, no smell of stale tobacco smoke is perceptible. The air in any compartment smells perfectly sweet a few minutes after two or three cigars are extinguished. The smoke seems to disappear as fast as created, and does not produce a miniature Pittsburg, as is often the case when several smokers are hard at work in an ordinary car smoking room. The Mann car exhibited, "Lucia di Lammermoor," is carried on two four-wheeled trucks. The construction of these trucks is, however somewhat peculiar, and seems calculated to give the easy riding of a six-wheel truck, with less complication and dead weight. Each truck has two swing bolsters, each with its own set of elliptic springs. The wheels are wrought-iron, and the tires are secured to the body of the wheel by the Mansel fastening. The Raoul journal box is used.—*Railroad Gazette*.

—WONDERFUL REDUCTIONS IN FREIGHT RATES.—Railroad economy is a science of itself. It has proven a greater success than political economy. To-day the Pennsylvania railway hauls freight at less than $\frac{1}{2}$ cent a ton per mile. This involves loaded trains both ways and the locomotives in constant use. A well distributed as well as a heavy traffic is necessary for the successful practice of economy. The loading, unloading and repeated handling of local freight make the cost of transportation greater than the above rate; but now this work is mostly done by machinery where it was formerly done by hand. In the handling of trains there is also a great saving over the earlier years of the railroad era, twenty-five years ago. The

improved brakes, couplings and other attachments of the engines and cars have dispensed with numbers of men before required. In 1860 it cost 65 cents per hundred bushels, or $6\frac{1}{2}$ cents per bushel to transport the farm products of the west from Chicago to New York. This amounted to \$13 a ton. The price now costs about \$4 a ton to transport the same products that distance, a difference of \$6 in a quarter of a century. The amount moved last year was 15,000,000 tons at a cost of \$60,000,000. At the old rates the cost would have been \$135,000,000. The difference, \$75,000,000, was the money saved to the producer and the consumer, or the country in general. To make this immense reduction of expenses it has required the most careful operation of the lines and the very strictest economy on business principles. Yet these rates are from time to time cut ruinously and the loss must be made up in some way. Labor-saving machinery and valuable improvements, together with advanced and thoroughly systematized methods of operating railroads, have enabled these reductions to be made, and the future will see much greater ones. Railroading is a science.—*Pittsburg Dispatch*.

—RUNNING TRAINS.—Among the most valuable experiments made recently with a view to ascertain the difference in the consumption of coal between running a train very rapidly and at a very low rate of speed, those upon the Pennsylvania road, near Philadelphia, present the most pertinent and definite data for arriving at a conclusion. According to the published account, the same conditions, same number of cars, and similar engines were employed, and the train in each case went the same distance—119 miles out and back, with some stops. The fast train ran on schedule express time, and consumed 6,725 pounds of coal; the slow train ran at twelve miles an hour, and consumed 4,420 pounds, being a saving of 1,305 pounds.

—THE JUDGMENT AGAINST THE LAKE SHORE.—Mr. Louis Newberger, the attorney of this city, is a brother-in-law of Louis Rosenzweig, who, on Saturday, in Cleveland, O., got judgment against the Lake Shore Railroad Co., for \$48,750, for personal injuries, which is said to be the largest judgment ever received in such a case in the United States.—*Indianapolis Journal*. [There is a case of a larger judgment on record; that against the B. C. R. & N. R'y for \$50,000, in the U. S. Court at St. Paul, Minnesota, for injuries to a boy in a passenger train wreck.]

Legal Department.

LEGAL POINTS.

Reported Expressly for the MONTHLY by R. D. Fisher, Indianapolis, Ind.

XVIII.

Master and Servant—Waiver of Regulations—Who are Fellow-Servants.—In the decision of this cause, it is *held*,—

1. That a car repairer and the foreman of car repairers are not fellow-servants.

2. That, where a car repairer in the employ of a railroad company is told by the foreman of car repairers to go between the cars and repair the draw-head on one of them, and the foreman promises at the time to see that he does not get injured from approaching cars or engines, and does go between them for that purpose, and, notwithstanding such promise, is injured by an engine and cars coming in contact with the cars on which he is at work, the fact that both plaintiff and the defendant's foreman disregarded a regulation of the company requiring car repairers when at work upon cars on the track to place red flags to warn persons in charge of approaching cars, will not relieve the defendant company from the responsibility.

3. As to the plaintiff, the foreman stands in the stead of the company in the matter of accomplishing the work of car repairing, and defendant is bound by his waiver of its regulation, and the selection of other means by which the repairer was promised safety.

Moore v. Wabash Railway Co., S. C. of Mo., May 25, 1885.

XIX.

Laborer's Lien—Assignability—Time Checks—Construction of Statute.—Under the provisions of Sec. 3200, Rev. Stat. 1879, giving a lien to contractors and laborers for work in the construction of railroads, *held*,—

1. That time checks given for such work are not assignable so as to carry with the right to the assignee, of filing liens in conformity with the statute. The lien so given is a personal right to the material man or laborer, and this right cannot be transferred or assigned.

2. But, whether the assignee can file a lien in his own name based upon the account assigned, has not been decided in this State. Judgment in favor of the company affirmed.

Griswold v. Carthage, etc., Railway Co., Kansas City Court of Appeals, May 25, 1885.

XX.

Lien on Railroads for Supplies—Same Statute Continued.—Held, That oil is not a material that enters into the structure of a railroad, and the statute does not authorize a lien for either lubricating or illuminating oils supplied to railroad companies. The language of the statute contains the word "fuel" in addition to the word "labor and material;" and it is claimed that the word "fuel" enlarges the meaning of the word "material" and makes it broad enough to cover all supplies furnished. The idea which underlies these lien statutes is, that because the labor and material have gone into the building of the road or structure and to that extent added to its value, therefore a lien for such labor and material should be given to him who does the one or furnishes the other. Neither fuel nor coal oil go into the structure of the road, but are a part of the supplies necessary for the operation of the road, but nothing which goes into the enduring structure.

Central Trust Co. v. Texas, etc., Ry Co., & Oil Co., Intervenor. U. S. S. C., Mo., May, 1885.

XXI.

Railroad Ticket Fraudulently Obtained, but used by Another, and Innocent Purchaser, is Invalid.—1. When the possession of a railroad passenger ticket, which entitles the holder to one first-class passage between points named therein, has been fraudulently obtained from the company, a person purchasing such ticket from the holder thereof, although for value and without equities, acquire no title thereto.

2. An agent, authorized to sell such tickets, and stamp and deliver the same upon receiving pay therefor, cannot bind his company by stamping and delivering such tickets without the knowledge or consent of its proper officers, to a third person, to be sold by him, and to be paid for when sold.

Frank v. Ingals, receiver of Railway Co., Ohio S. C., L. A. June, 1885.

XXII.

*Negligence—Injury to Track-man—Difference of Opinion—Certified to by Supreme Court.—*This is an action brought by plaintiff, a track repairer, who while at work upon a railroad track, stooping over and fastening a fish plate to a rail, was struck and hurt by a train which backed up from behind him at a slow rate of speed, but without ringing the bell or having a man on the foremost car to give danger signals, as the plaintiff's evidence tended to show, which precaution was required by a city ordinance. It is held that testimony to these facts afforded evidence of negligence to go to the jury. The rule applicable to such cases, as laid down by the latest decisions of the Supreme Court, is that, although a person is guilty of negligence in ex-

posing himself to danger upon a railway track without keeping a lookout for approaching trains, yet if, notwithstanding such negligence, the servant of the railway company saw his exposed condition, or might by the exercise of proper care, have seen it in time to avert the threatened calamity, *the company will be liable*, and the decisions of that court to the effect that the liability of the company depends on the fact that the servants in charge of the train actually saw the person exposed on the track in time to avert the threatened calamity have been overruled and are no longer the law. Judgment in favor of plaintiff affirmed.

Kelley v. The U. Ry & Trans. Co., St. Louis C't of Ap., June 2, 1885.

NOTE.—One of the judges having dissented on the ground that the decision of the court is contrary to the latest decision of the Supreme Court, (see 76 Mo., 86.) This case has been certified to the Supreme Court on its own motion for final adjudication.

XXII.

Negligence—Railroad—Fences—Guards.—1. Where a railroad company fails to erect proper fences or guards to its tracks, in a town, it will be held liable for an injury to a child who has wandered upon the track, or who even has attempted to get upon its cars, and suffered an injury thereby. The road is bound to have sufficient guards, for such would give notice of danger.

2. Where there is a statutory duty to keep up fences, or other guards, to a railroad track, any person injured through a breach of this duty may bring an action to recover damages.

3. A statutory duty to erect proper guards about a railroad track, in a town, and of such height as the local authorities may direct, is absolute. It is not requisite that the municipal authorities should first declare what would be a sufficient structure.

Hays v. Michigan Cent. Ry C., U. S. S. C., April 17.

XXIV.

Negligence—Contributory Negligence—Leaving a Moving Train—Emergency—Conductor—Jury.—This suit was instituted by plaintiff to recover damages for an injury suffered while a passenger upon defendants train. The complaint alleges negligence upon the part of defendants servants, as the evidence will show, and the defendant alleges contributory negligence upon the part of plaintiff, which the evidence will show. The case was tried before a jury, but the evidence, upon motion of defendant, was rejected by the court, and a non-suit ordered, whereupon the plaintiff excepted and appealed.

It appeared that the train did not stop at the station for which the plaintiff had purchased a ticket, and at which he had a right to get off. It was the custom to stop there, but for some unexplained reason, when it arrived instead of stopping as it should have done, the train merely slowed up and thus did not furnish the plaintiff an opportunity to leave the cars, in accordance with defendants contract with him.

Held, to be clearly negligence upon the part of defendant. There is also evidence to show that the conductor used language to the plaintiff which authorized the conclusion that he had a right to get off the train and that he could do so under the conductors direction.

Held, that the rule is well established, that it is culpable negligence on the part of a railroad corporation for its officers to induce a passenger to leave the train while in motion, and a gross disregard of the duty it owes him not to stop the train entirely and give the passenger ample time to alight.

There was also, evidence that a signal was given by the conductor to put the train in motion while the plaintiff was getting off and without warning to him.

Held, as this evidence stood it was for the jury to determine whether there was any proof of negligence on the part of defendant, unless it distinctly appeared that the plaintiff was chargeable with negligence contributing to the injury.

Whether the facts warranted this conclusion was a fair question which should have been submitted to the jury. Judgment reversed.

Beecher v. N. Y. C. R. R. Co., N. Y. Court of Appeals, Jan. 20, 1885.

NOTE.—The authorities cited to support the view taken in this case are not numerous, because they do not exist. The plaintiff in this case was called upon to act on a sudden emergency, and under such circumstances should not be held to the most rigid accountability for his actions.—*Filer v. N. Y. C. R. R.*, 49 N. Y., 51. If the plaintiff had reason to believe from what passed between him and the conductor, and from the surrounding circumstances, that it was safe and prudent for him to leave as he did, then he was justifiable.—*Keating v. N. Y. C. R. R. Co.*, 49 N. Y., 653; *Slater v. U. B. R. R. Co.*, 49 Id., 52.

XXV.

Train Service—Negligence—Boarding Moving Train—Excessive Damages.—In this case the plaintiff, a postmaster, drove to a station on defendants' road at which there was no station house; it was only a flag station. He signaled the approaching train to stop. A whistle was given, the train slowed up, and a mail-bag held up to be taken, but the mail agent failed to

catch it, and the train passed on. Plaintiff attempted to get on the front end of the rear car as it passed the platform; he caught the iron railing with his left hand, the iron handle on the end of the car with right, and put his right foot on the car step; just at that moment, and as he was about to rise to the platform, the car was violently jerked by letting off brakes or putting on steam, and plaintiff was hurled underneath the platform and his left arm so crushed by the rear truck, which passed over it, as to require amputation. Trial was had resulting in favor of the plaintiff for \$25,000, and from this the company appealed.

1. When a passenger is called upon to chose between two evils to which the neglect of the company has exposed him, one of which presents some degree of danger, but such as he may not, without imprudence, encounter, if by adopting that alternative he suffers any injury, it is the proper subject of an action against the company. (See *Kelley v. C. B. L. Ry Co.*, 3 Exch. 150.) It is impossible to hold that the facts disclosed by the plaintiff's witnesses brings his case within the rule announced. On the contrary, we think it affirmatively appears, from his own evidence, that the want of due prudence upon his part was the proximate cause of the injury complained of. (See *Behrens v. K. P. Ry Co.*, 5 Col., 400.)

2. When the testimony is fairly considered, the circumstances are still more unfavorable to the cause of the plaintiff. The train men all concur that the swinging of the lantern was not seen at all; that no stop signal was sounded, and that the station up to that time was used as a flag station and not as a regular passenger station.

Held, that the plaintiff, knowing the danger of his position, failed to exercise ordinary prudence, and is not entitled to recover.

Held, that the sum of \$25,000, damages for the loss of a left arm by a person whose use of it is ordinary only, is clearly excessive. Judgment reversed.

Denver & Pacific Ry Co. v. Pickard, S. C. Col., Mar. 20, 1885.

(n.)

Railway Operated by Receiver—Injury to Employee.—When the property of a railroad has been transferred to a receiver by order of the United States Circuit Court, subject to all "claims, debts and liabilities," such property in his hands is liable for the payment of a claim for damages for an injury to an employe.

Sloan v. Central Ry Co., Iowa S. C., 62 Ia., 728.

Mentions:

—Wm. F. Kipp, a member of Lone Star Division No. 53, will please send his address to the secretary.

Henwood Division No. 74, sincerely thanks Mrs. D. L. Demorest for a beautifully embroidered altar cover.

—C. S. Wheaton and wife were unexpectedly called to Elmira, N. Y., by the severe illness of Mrs. Wheaton's mother.

—C. G. Mee is requested to correspond with the secretary of Palestine Division No. 77, and learn something to his advantage.

—Geo. M. VanLeuven, Lime Springs, Iowa, Grand Senior Warden of the Masonic fraternity, was a welcome caller, the 4th inst.

—The B., C. R. & N. met with a serious loss from the storm of June 2d. A span of the bridge over Cedar River was blown off the piers.

—Chas. Rettew, of the W. & N. Ry, and delegate to the Minneapolis convention, was a welcome caller at the sanctum of the MONTHLY.

—H. F. Niemeyer has accepted a position as Yardmaster at Evansville, Ind., for the E. & T. H. folks. May luck go with you, "Hank."

—Bros. John Lyons and Sam. Beatty are requested to correspond with J. H. Weed, 207 South Low Street, Bloomington, Ills, immediately.

—Correspondents please remember that we cannot use your contributions unless accompanied by your name, and but one side of the paper written on.

—We have accounts of the annual balls of Divisions 53 and 151, for which we regret we are unable to find room. Both were highly successful and pleasant re-unions.

—Much interesting and valuable correspondence is necessarily omitted for want of space. We regret exceedingly that the MONTHLY is not large enough to give place to all.

—Consul-General Leonard, at Calcutta, writes that railroad construction is progressing very slowly in India, there being but 53 and 9-10 miles of new track laid during the last year.

—All absent members of Division No. 76, San Antonio, Tex., are requested to correspond with the Secretary immediately, as he has matters of importance to communicate to them.

—Chas. Wimsett and wife were presented with a handsomely upholstered rocking chair by Division 97, on the evening of May 30th, at a social gathering of the members, their wives and friends.

—A terrible tragedy by which brother L. H. Johnson and a man by the name of Long lost their lives, occurred a short time since at Lincoln, Neb. A shooting affray caused by Long's intimacy with Mrs. Johnson, resulted in the death of both.

—We are pleased to note the promotion of brother James Laughlin, train master on the "Wabash" at Moberly, Mo. His jurisdiction has been extended over the 26th district, taking effect May 31st.

—Brother C. H. Burdick and wife are the proud possessors of a son, who made his appearance May 31. A congratulatory telegram was sent by fifty brothers attending the union meeting at Roodhouse.

—We are in receipt of papers giving a full account of the union meeting at Roodhouse, but cannot find room for it this month. We note among the visitors, seven Chief Conductors. They report a fine meeting.

—A petition for a charter for a Division has been received by the Grand Secretary from the Conductors on the Panama railway, Division to be located at Aspinwall. Who wants to go and organize it?

—The Executive Committee, after examining the books of the Grand Secretary and Treasurer, report cash on hand May 1, 1885, \$5,970.88; an increase since May 1, 1884, \$3,451.00; they report everything in good shape.

—The MONTHLY wishes to acknowledge pleasant visits during the month from Mrs. H. O. Fosdick, Mrs. L. B. Watson, Mrs. W. W. Flack, Mrs. E. H. Belknap, Mrs. W. C. Cross, and Mrs. E. D. Parker. Hope to see you all again.

—The manager of the MONTHLY is in receipt of copies the *The Citizen*, of Topeka, Kas., edited and published by the Executive Committee of the Typographical Union. Who the "Executive Committee" are does not appear, but the MONTHLY thinks it could guess one. Success to the *Citizen*.

—Brother J. E. Brazee was shot and seriously wounded by B. C. Lester, Thursday evening, May 28th. It is to be regretted that brother Brazee did not kill the villain, as he would have been perfectly justifiable in doing, and thus have rid the earth of a creature too vile to live.

—Reader, spare your criticism. The editor is away and the MONTHLY is in the hands of a "New Conductor." Wait until the "regular" man gets back "on his run," then "uncork the vials of your wrath," but "have pity on the sorrows" and perplexities of the "extra."

—B. C. Lester, the unprincipled libertine and thief, who was lately expelled by Division 104, has returned to Middletown, N. Y., and is in a fair way to spend the next few years of his life behind the bars at Auburn. He is at home in a penitentiary, having served one term in Missouri.

—The occupants of the office have been aroused from their lethargy at various times during the past month, by E. H. Belknap, H. Hurty, J. N. Robinson, W. C. Cross, W. W. Flack, J. E. Harnest, T. A. Alexander, C. A. Millard, and others who forgot to register. All are invited to come again except the "Iroquois Chief who wears glasses."

—Mrs. Jennie E. Mathews, Rockford, Ia., Grand Matron of the General Grand Chapter, Mrs. M. C. Agnew, Keokuk, Ia., Grand Matron of Iowa, and Mrs. Jennie A. Walker, Aurora, Ills., Grand Matron of Illinois, of the Order of the Eastern Star, brightened the sanctum of the MONTHLY by a pleasant call. The ladies report a large and harmonious meeting of the Grand Chapter which has just been held in the city. Mrs. Agnew is the wife our esteemed brother, E. N. Agnew, secretary of Division 66.

—S. A. Hunn, Stratford, Ontario, wishes to procure Nos. 3, 4, 5 and 6, Vol. 1, of the MONTHLY. Any one having these numbers to spare please correspond with brother Hunn. We also have several requests for No. 2, Vol. 2, to complete files. Any brothers having them to spare will confer a favor by sending to this office, and any one that has Vol. 1 complete, and will dispose of it, please write, giving price.

—Our genial brother T. R. Simpson, of Division No. 47, at Winnipeg, is now engaged in the insurance business, and seeing the notice of the "Millard Patent Hinge" in the MONTHLY, has written to brother C. A. Millard for an interest in it. This illustrates the value of the MONTHLY as an advertising medium, but take the advice of the MONTHLY, brother Simpson, and "beware of the hinge."

—Benjamin Snyder, a member of Ed. Horn Division No. 153, on June 4th eloped with a girl sixteen years of age, leaving his wife, four children, the eldest but six years old, and an aged widowed mother entirely destitute. Snyder is five feet eight inches high, dark hair and mustache, fair complexion, full round face, slightly bow legged and is 32 years of age. He has a Division Card and Ritual. LOOK OUT FOR HIM.

—We are in receipt of a card conveying the information that Mr. Eugene V. Debs and Miss Kate Metzel were married June 9th. It is hardly necessary to inform the readers of the MONTHLY that Mr. Debs is the efficient Grand Secretary of the B. of L. F. The MONTHLY, in behalf of the Order, extends to Mr. and Mrs. Debs its earnest and heartfelt congratulations, and that their future may be one of uninterrupted happiness, is a wish that will be echoed by all.

—We commend to division secretaries the following notice which is issued by the secretary of Division No. 38 to members of that division who are members of the Insurance Association whenever an assessment notice is issued.

NOTICE OF ASSESSMENT.

DES MOINES, IOWA, 1885.

BROTHER.....

Notice of Assessment No. has been issued. The law requires you to remit \$..... within 30 days to W. P. Daniels, G. S. & T. at Cedar Rapids, Ia. Be sure to send the printed notice of assessment with your remittance to the G. S. & T. Be prompt in this matter.

Yours in P. F.

.....S. & T.

—THE HOTEL COLFAX.—This summer resort near the "Old Magnesian Chalybeate" and "Colfax" mineral springs, at Colfax, Iowa, 24 miles east of Des Moines and 333 west of Chicago, on the Rock Island & Pacific R'y, opened on May 6, for the season of 1885. This splendid hotel can accommodate 300 guests. All its appointments are first-class. Its tables are supplied with all the substantials and delicacies, and its parlors, reading and sleeping rooms with every convenience. Croquet, billiards, bowling alleys and other facilities for recreation. Thayer's orchestra engaged for the season. The grounds include the "Old M. C." and Colfax springs, which are unequaled for the remedial virtues. Thousands certify to their efficacy; they are a powerful alterative and tonic, and an infallible cure for rheumatism, dyspepsia, indigestion and other ailments. The Hotel Colfax furnishes the water fresh from the original fountains for drinking and bathing, hot or cold. Its charges are moderate, \$10 per week and upward. Parties desir- ing quarters for the summer should secure them at once.

THE PASSENGER CONDUCTORS' INSURANCE ASSOCIATION.

The Thirteenth Annual Convention of the Passenger Conductors' Insurance Association was called to order by President Ashton, at 10 a. m., May 26th. Prayer was offered by T. J. Nixon, and the following poem, written by Mrs. Josephine Brinkerhoff for the occasion, was read by Mrs. Lou Walker, who added laurels to an already established reputation :

THE NORTHWEST'S GREETING.

When Winter leaves with slow reluctant pace,
And March, ungracious, frowns in April's face,
And sweet May, smiling through her veil of tears
Brings into bud the bloom that summer wears ;
When earth, and air, and sky are welcoming
The coy and blushing maiden Spring ;
With joyful steps we haste to greet the sprite,
Call bird and bee to witness our delight,
Till echoes waken every dewey vale,
And so we greet you, brethren of the rail.
Our fair twin cities in festal order dressed,
Tender the greetings of the great Northwest.

Come from the east, New England's rock-bound coast,
The Pilgrim's haven, and their children's boast ;
Where wild Atlantic rolls on sandy beach,
Or breaks in thunders on some rocky reach,
Where fierce wild seabirds make their eyrie home,
And screaming circle o'er the dashing foam,
Where classic learning holds her court divine,
And sages worship at her royal shrine,
There freedom's children chose a life of toil,
And graves of martyrs consecrate the soil ;
There burst the storms the broke the tyrant's rod,
And gave our land to Liberty and God.

We welcome you from that fair summer land,
Where love and beauty wander hand in hand ;
Where hill and valley bloom like Eden's bowers,
And winter fails to chain the ling'ring hours,
There dark lagoons in shadowed beauty lie,
Mirroring the blue splendor of the sky ;
And tropic lilies bathe in purple streams,
And odorous breezes woo to tender dreams.
Where sight and sound the enchanted senses steep,
Till eyes forget they ever knew to weep.

From the far frozen north we bid you come :
 Land of the Storm King and the midnight sun,
 Of icebergs lifting high their crystal spires,
 And skies aglow with the Aurora's fires ;
 Where fields of glistening snow lie white and still,
 And soft-furred creatures tempt the hunter's skill.
 The home of reindeer's bears, and Esquimaux,
 And, best of all, the dear old Santa Claus.

From green Pacific slopes, the favored west,
 Where sinks the sun in amber seas to rest,
 And morning stars in placid beauty shine,
 When sister orbs in paling skies decline.
 Where lofty mountains lift their brows of snow
 O'er valleys basking in the summer's glow.
 Where trackless deserts burn with torrid fires,
 Stretching their barren arms with vain desires
 Toward orange groves and fruitful vineyards wide—
 Fierce lover wooing a reluctant bride.
 Where "fragrant gales blow o'er enchanted isles."
 And nature greets us with voluptuous smiles.

O land of golden dreams ! O clime Elysian !
 Your very name inspires our waking vision,
 Your charms so glowing the Muses chant,
 Arabian Nights grow insignificant.
 We wouldn't wonder if that lucky scamp
 Aladdin and his wondrous lamp,
 Would be discovered in some rocky hold
 By grizzled miner prospecting for gold,
 Or in some canon yawning wide and deep,
 His black-browed genii wakened from his sleep,
 You'd found the fountain of eternal youth,
 That "Tales of the Orient" were all solid truth.
 Prepare your dose, however great or small,
 We'll meekly close our eyes and swallow all.

But, brothers, come from wheresoe'er you may,
 We give you royal welcome here to-day.
 We bid you welcome—not with trumpet's blare
 Or cannons' thunder torturing the air,
 Nor roll of drum, nor banners flaunting high,
 With martial strain, or gorgeous pageantry,
 Nor yet with stinted line, or classic phrase,
 With courtly compliments, or stately praise ;
 But with warm hearts, and hands outstretched to grasp
 Your own in one long, friendly clasp.

Welcome to these broad plains, these emerald swells,
 Whose vistas charm the eye like fairy spells,
 And myriad flowers seem springing as we pass,
 In bright-hued clusters mid the tall rank grass,
 Where crystal lakes are lying still and deep,
 With grassy marge in graceful curve and sweep,
 Upon whose bosom's softly murm'ring flood
 The wild duck ventures with her downy brood,
 And fragrant water-lilies' snowy sheen
 Gleams white above their beds of shadowy green.

Here in our limpid streams the speckled trout
 In fancied safety gliding in and out,
 Or sheltered in some dim and shady nook,
 Surveys with wary glance the baited hook.
 On boundless prairie and on verdant slope,
 Feeds with her young the timid antelope ;
 And all the untamed feathered tribes resort,
 That tempt the eager hunter to the sport,
 Here wanton breezes, rich with balmy wealth,
 Bring back to pallid cheeks the hue of health,
 And, crowning in every valley spread,
 The generous soil that gives to millions bread.

Here let us pause and give one thought to those
 Who've passed for aye beyond earth's joys and woes.
 Since last we met, death with relentless hand
 Has borne away some loved one from our band.
 We'll breathe a prayer, their graves with flowers strew,
 And drop a tear to honest friendship due.
 But, though we've parted, they are not forgot ;
 We see them still in each remembered spot,
 For mem'ry, ever faithful to her trust,
 Brings back loved faces—even from the dust.
 The Reaper comes to all, his power none can stay,
 And one by one, we too must pass away.
 A few more meetings here on earth, and then,
 In one last grand convention we shall meet again.

President Ashton appointed the following Committees :

Finance—L. Lockwood, N. Y. H. & H.; W. S. Welch, Cent. of Ga.;
 Geo. W. Johnson, L. S. & M. S.; W. C. Davis, C. & C.; L. L. Chamberlain,
 A. & P.; Robt. Gibson, L. N. A. & C.; C. W. Warren, C. & N. W.

Constitution and By-Laws—F. P. Van Cleaf, N. Y. W. & B.; Thomas H.
 Cook, R. E. Fitz, Mo. P.; D. T. Thompson, Wm. J. Morgan, I. C. R.; J.
 Law, J. L. Caldwell, M. & St. L.

Resolutions—Chas. Parker, C. E. Hurd, C. H. Wilsey, W. P. Daniels, (declined).

Credentials—M. Stillwell, H. Hurty, A. H. Wilson.

Want of space prevents us from giving the excellent annual address of the President, but we hope to give it in full in our next.

The Committee on Credentials reported the following list of delegates : Colonel J. T. West ; Baltimore and Ohio, T. W. Shipley ; Bell's Gap, J. F. Bick ; Burlington, Cedar Rapids and Northern, W. P. Daniels, J. P. Forest ; Brunswick and Western, W. S. Bull, E. H. Smith ; Boston and Albany, T. H. Cook ; Cincinnati, Richmond and Fort Wayne, T. J. Nixon ; Cincinnati, Hamilton and Dayton, E. O. Thomas ; Chicago, Burlington and Quincy, S. B. Childs ; Huntington division, Chesapeake and Ohio, W. H. Barse, W. C. Davis, C. R. Ashton ; Chicago, Milwaukee and St. Paul, J. E. Hennessey, C. S. Jones, W. H. Egbert, O. F. Willis, G. L. Cadwell ; Cincinnati, Indianapolis, St. Louis and Chicago, J. F. Conant ; Chicago and Northwestern, Frank Champlin, C. W. Warren, Thomas McCoy, S. C. Nessling ; Chicago and Eastern Illinois, George Burt ; Chicago, St. Louis and Pittsburg, J. Devers ; Cincinnati, Washington and Baltimore, A. G. Ridlen ; Cleveland, Columbus, Cincinnati and Indianapolis, J. J. O'Neill ; Central of Georgia, W. S. Welch, D. M. Gugel ; Delaware, Lackawanna and Western, J. B. George ; Illinois Central, W. J. Morgan, C. C. Davis, Charles E. Hurd ; Kentucky Central, J. L. Winston ; Lake Shore and Michigan Southern, C. H. Wilsey, H. C. Clement, A. N. Aldrich, H. Chittenden, G. W. Johnson, George Mogford ; Louisville, New Albany and Chicago, J. A. Rodgers, R. Gibson, M. R. Frazes ; Louisville, Evansville and St. Louis, J. H. Ross ; Louisville and Nashville, B. Hoyland, E. S. Dodson, J. S. Robinson ; Minneapolis and St. Louis, D. T. Thompson, D. Burleigh ; Missouri Pacific, R. E. Fitzgerald ; Nashville, Chattanooga and St. Louis, B. F. Smith ; New York, Lake Erie and Western, H. Hurty ; New York, West Shore and Buffalo, F. P. Van Cleaf, G. P. Smith ; New York, New Haven and Hartford, F. M. Lockwood ; Norfolk and Western, T. J. Lassiter ; Northern Pacific, M. Brinkerhoff ; Northern Central, C. S. Wheaton ; Old Colony, H. C. Goulding ; Ohio and Mississippi, P. McFerren, M. Stillwell ; Philadelphia and Reading, J. H. Missimer, Charles McDonough, James Kelley ; Pittsburgh, Cincinnati and St. Louis, J. J. Higgins, D. A. Crowell ; Pittsburgh, Ft. Wayne and Chicago, J. E. Hanes ; Pennsylvania, Justus Law, R. O'Donnell, J. N. Climensen, W. J. Grieves, F. P. Darlington, M. M. Houston, Chas. Stiner, C. R. Evans, S. M. Cassel, Chas. Parker, A. Quentin, Peter Young, A. H. Horton, James Gordon, F. W. Gove, Byron Grigg, W. S. Hemperly ; Philadelphia, Wilmington and Baltimore, George P. Ferry, Walter Lackey ; St. Louis and San Francisco, A. H. Wilson ; St. Paul, Minneapolis and Manitoba, L. S. Hough ; St. Paul and Duluth, H. C. Oliver ; Vicksburg and Meridian, J. A. Harrigan ; Vandalia, N. R. Jones ; Virginia Midland, J. F. Peyton ; Wabash, St. Louis and Pacific, Dudley Waterous,

Wm. Lane, C. W. Seiwel, C. T. Johnson, A. W. Williams, J. M. Corey, J. R. Blair, John Sullivan; West Jersey, James G. King; Wilmington and Northern, Charles Rettew.

Reports of the various committees received and acted upon.

Several amendments to the By-Laws were finally acted upon and notice given of others.

A resolution directing the secretary to decline to issue certificates to applicants over 50 years of age caused much discussion and was finally lost.

The "Sherwood Case" was finally disposed of, by ordering the directors to pay the benefit to the claimant who established a legal right to it.

Philadelphia and Mauch Chunk were nominated as places to hold the next annual convention, and Philadelphia selected by a large majority.

The evening session empowered the committee on resolutions to report and print resolutions of thanks, and the convention adjourned *sine die*.

—The St. Paul *Globe's* cut of President Ashton makes him look like a "short trick" man in "hard luck."

—The resignation of C. S. Wheaton as First Vice-President was an incident of the convention. The resignation was not accepted, but Mr. Wheaton preemptorily declined to hold the office.

—Andrew Quentin was presented with a gold-headed cane at the banquet Monday evening, May 25th, it being his sixtieth birthday.

—These conductors don't know much about railroading, after all. They spent half an hour yesterday in discussing what a train is! Fancy not knowing a train! Why any schoolboy knows one when he see it. But what every schoolboy does not know, is that a "train" in legal terms, varies in different states; in some states an engine alone constituting "a train," while in others the engine has to have cars along.—*Minneapolis Tribune*.

—The St. Paul *Globe* comments as follows on the personnel of the Convention: "When an official, resplendant in brass buttons and gold lace, descends to the common level of mankind and attires his person in the ordinary vestments of an American citizen, one would be sure that the unusual inconspicuousness of his appearance would be awkwardly worn. This is seldom so, however, and never less than in the case of the conductors who are now assembled in convention in this city. Take them all together they are a gathering of intelligent-appearing gentlemen, who go about their business in a business-like way; while severally they show the skill, tact and keenness, the inevitable results of their constant meeting with the thousands of different people their calling brings them in contact with."

In Memoriam.

"NOT LOST BUT GONE BEFORE."

Buchanan, Miss R., sister of brother R. T. Buchanan, of Stratford Division No. 13, lost her life by a fire. No particulars are given. Division No. 15, at a meeting held May 10th, adopted appropriate resolutions.

Chamberlain, Mrs. W. E., wife of W. E. Chamberlain, Supt. Prov. & Wor. R'y. Resolutions of sympathy were adopted by L. P. Allen Division.

Clancy, John G., was killed by falling from the rear end of his caboose and being dragged until life was extinct, on the evening of May 30th. The funeral ceremonies were conducted by Belknap Division No. 96, escorted by Division No. 32, Brotherhood of Locomotive Engineers, Lodge No. 80, Brotherhood of Locomotive Firemen, and T. J. Potter Lodge No. 6, Brotherhood of Brakemen. A short sketch of our late brother Clancy will appear in the next issue.

Knott, John E., of W. I. Allen Division No. 130. Resolutions of respect were adopted by the division.

Loomis.--We are pained to announce the death of the aged mother of brother I. C. Loomis, of Division 58. Mrs. Loomis was on her way to the home of her son in Albert Lea, Minn., when she was taken ill with pneumonia and was compelled to stop at this place, where she died Sunday morning, June 7th. Brother Loomis has the sympathy of a large circle of friends.

McNichol, A., died June 6. Brother McNichol was an esteemed member of Randolph Division No. 29. He took a cold during the severe weather of last winter, which settled on his lungs, resulting in consumption, which hastened him to an untimely grave. Division 29 wish to express thanks to the General Manager, Assistant Superintendent, and Engineers Kelly and Dudley, of the C. P. R'y, for courtesies extended.

McClelland, J. B., a worthy and active member of St. Joseph Division No. 141, died at his home in St. Joseph, May 14th, of abscess of the liver, after a lingering and painful illness of nine months. Brother McClelland was born at Princeton, Mo., April 23, 1852, and entered the employ of the H. & St. J. R'y when 18 years of age. May 2, 1878, he was married to Miss Ella Reno, to whom he has ever been a devoted and affectionate husband, and who, with two bright little girls, survives to mourn his loss. At a regular meeting of St. Joseph Division, held May 17th, resolutions of esteem and sympathy were adopted.

Monsley.--Wife of brother Wm. Monsley, of Marshall Division No. 4. The Division, at a regular meeting held May 17th, adopted resolutions of sympathy.

Murphy.--Wife of brother John Murphy, of Providence Division No. 151. Resolutions of sympathy were adopted by the division.

Peckham, Edward L., son of brother Thomas Peckham, died May 20, 1885. L. P. Allen Division adopted resolutions of condolence and sympathy at their meeting May 25th.

Redding, F. K., a member of Crawford Division No. 109, and employed as freight conductor on the N. Y., P. & O. R'y, fell from the train May 17th and received injuries which resulted in his death the same day. He was not missed from the train until it reached Galion, when the train master and several brothers went with an engine to look for him. He was found a few miles from Galion, unconscious, and died without returning to consciousness. The remains were taken by special train to Windsor, accompanied by Crawford Division No. 109, the Gallon Light Artillery and Dick Morris Post No. 130, G. A. R. A widow and three children are left without means of support. Brother Redding had in his pocket an application for membership in the Insurance Association filled out, when he was injured. Resolutions of regret and esteem were adopted by Crawford Division.

NOTE.--Hereafter it will be impossible to publish "resolutions." If all were published that we have received this month it would occupy *twenty pages* of the MONTHLY, and in most cases the information that should be given is omitted. In sending notices of deaths, give *date* and *cause*, and if a member of the Order or any prominent person, a brief sketch of the life. We would be glad to publish all, but until you enlarge your MONTHLY it cannot be done.

Yard Masters' Department.

ST. PAUL, MINN., April 8, 1895.

EDITOR RAILWAY CONDUCTOR'S MONTHLY.—Itaska Division No. 21, Y. M. M. B. A. held their annual meeting on the evening of April 4, and the following officers were elected to serve the coming year: President, John Burkley, Vice President, Jno. O'Brien; Secretary, Geo. L. Phippen; Treasurer, A. W. Bell; Trustees, Jno. Burkley, Peter Finnegan, Maurice Regan; Delegate to Grand Convention, Fergus Flannagan. Itaska Division has been very successful the past year as is shown by the following figures taken from the report of Secretary A. W. Bell. An increase in membership of from twelve to twenty-eight and \$356.75 in the treasury against an empty "till" at the commencement of the fiscal year. This state of affairs is attributable to an opportune visit of the Grand Secretary and Treasurer last fall and the earnest manner in which every member of the division has worked to attain the best results. We flatter ourselves that, with our limited opportunities, we are not the *least* of the many excellent divisions of this most commendable Order. We extend the right hand of fellowship to the members of the Order throughout the length and breadth of the land. "Long may we wave." Yours truly, G. L. PHIPPEN, Sec. Div. No. 21.

EDITOR MONTHLY:—Terre Haute Division No. 10, of Y. M. M. B. A. held their annual meeting on the evening of June 7th, at which the following officers were elected to serve the coming year: President, John B. Walsh; Sec. and Treas., C. R. McCray. I may add that a vote of thanks from the members was tendered our worthy President Niemeyer and Secretary McCray for the most faithful and good work they both have done the last year for Division 10 and the Association in general. We congratulate ourselves on the success of last year. We have added twelve new members and expect to be able to add as many more the coming year. Wishing good luck to the Y. M. M. B. A. I remain, Yours etc. Z.

OFFICIAL.

CIRCULAR NO. 8.

OFFICE OF G. S. and T., June 18, 1885.

BROTHERS—The following are reported:

RE INSTATED.

By Division No. 46, May 17th, Fred C. Willard.

By Division No. 44, May 3d, A. L. Mann, R. R. Pierson.*

SUSPENDED.

By Division No 32, May 31st, E. P. Pierson.

" " 50, May 10th, Robert McLaurance.

" " 77, May 10th, J. F. Bell, C. B. Gauley.

" " 77, May 10th, Porter Sherwood, C. W. Shoff.

" " 78, May 23d, Freeman Pattern.

" " 89, June 7th, Wm. Williamson.

" " 107, May 24th, John P. Davis.

" " 140, May 25th, R. K. Thomas, Erwin Wilson.

By Division No. 13, June 14th, H. W. Holm.

All for non-payment of dues.

RAILWAY CONDUCTORS' MONTHLY.

EXPELLED.

By Division No. 107, May 24th, C. L. Houghnoot for unbecoming conduct.

Division Card No. 6076, issued April 8th, to P. Regan of Division 53, has been lost, and No. 6347, issued April 21, to A. H. Hall, has been stolen. If either are presented keep and return to me.

The following assessment notice has been issued:

Order of Railway Conductors' Mutual Insurance Association.

Cedar Rapids, Iowa, June 10th. 1885.

Certificate No.

Notice of Assessments Nos. 38 and 39, to replace Benefits Nos. 36 and 37 paid June 1st, and Assessments Nos. 40 and 41, on account of approved claims, Nos. 38 and 39.

Time for Payment Expires July 10th, 1885.

Ben No	Assmt No	Cert No.	NAME	DIVISION	DIED.	CAUSE.	AMT.	PAID.
6	38	392	L. W. Osborn	Elmira, 9.	Jan. 15th.	Apoplexy.	\$116.00	June 1st.
37	39	922	L. L. Davidson.	Priest, 56.	March 20th.	Chest option.	\$1638.00	June 1st.
38	40	306	A. L. Brogley.	Robinson, 48.	May 2d.	Collision.	Not paid	
39	41	735	F. R. Stewart.	Peoria, 79.	Not a disability.	Accident.	Not paid	

Certificates date Jan. 1st, on or before Jan. 15th, pay No. 38; on or before March 20th, pay No. 39; on or before May 2nd, pay No. 40; and those dated on or before May 9th, pay No. 41. You will please forward the amount due from you, WHICH IS \$4.00 UNLESS OTHERWISE STAMPED IN RED INK, within 30 days, on or before July 10th, 1885, and if DELINQUENT is also stamped on this card, it will be necessary for you to forward a health certificate, signed by three members of the order, as required by Art. XII.

Yours truly in P. F.,

WM. P. DANIELS.

Note changes in membership as shown by the tabulated statement below, corrected to June 17th.

TABLE OF MEMBERSHIP.

Division Number	Number	Division Number	Number	Division Number	Number	Division Number	Number	Division Number	Number	Division Number	Number	Division Number	Number	Division Number	Number
1	27	19	53	20	79	39	105	4	131	2	157	....	....	....	....
2	35	28	7	54	7	80	2	106	18	132	....	....	....	....	....
3	14	29	2	55	80	81	14	107	16	133	22	159	....	....	....
4	4	30	....	56	32	82	13	108	7	134	4	160	10	....	....
5	17	31	34	57	20	83	35	109	21	135	9	161	6	....	....
6	15	32	21	58	32	84	16	110	15	136	4	162	18	....	....
7	6	33	16	59	7	85	19	111	8	137	3	163	9	....	....
8	17	34	3	60	21	86	22	112	4	138	2	164	....	....	....
9	94	35	12	61	49	87	3	113	6	139	....	165	14	....	....
10	24	36	20	62	6	88	....	114	8	140	13	166	....	....	....
11	22	37	19	63	4	89	8	115	....	141	2	167	12	....	....
12	8	38	12	64	14	90	19	116	....	142	1	168	19	....	....
13	35	39	30	65	26	91	7	117	13	143	16	169	10	....	....
14	15	40	47	66	10	92	9	118	14	144	22	170	6	....	....
15	....	41	28	67	11	93	....	119	4	145	13	171	8	....	....
16	2	42	25	68	10	94	18	120	7	146	13	172	1	....	....
17	10	43	59	69	9	95	3	121	1	147	25	173	5	....	....
18	8	44	17	70	26	96	26	122	12	148	11	174	*	....	....
19	11	45	4	71	27	97	10	123	2	149	....	175	*	....	....
20	28	46	44	72	10	98	....	124	1	150	6	176	3	....	....
21	20	47	26	73	17	99	14	125	25	151	11	....	....	....	....
22	42	48	2	74	2	100	4	126	4	152	1	....	....	....	....
23	3	49	4	75	2	101	17	127	6	153	25	....	....	....	....
24	16	50	10	76	7	102	2	128	9	154	8	....	....	....	....
25	6	51	14	77	8	103	15	129	5	155	26	....	....	....	....
26	32	56	2	78	16	104	19	130	1	156	6	....	....	....	....

Total number of members 2332.

Yours truly in P. F.

WM. P. DANIELS,
Grand Secretary.

The Railway Conductors' MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, AUGUST 1, 1885.

No. 8.

"PROCLAIM LIBERTY."

Our "home of the brave" and "land of the free,"
With homage due first to our Maker,
Willingly fought for and sought liberty,
But followed in example a Quaker.
Our forefathers dared and heroically died
For a principle dear now as then,
Each in their motive through suffering allied,
Though the sword here followed the "Penn."
Our fathers suffered, considered as foes
To the king, he them battle extends,
But the Quaker, too, found many him to oppose,
Though his sect always called themselves "Friends."
"Toleration" names best what each one desired,
The seeking of which brought them fame,
To worship and govern as conscience aspired,
Their watchword—"Liberty Proclaim."
Thus it was, from the city by the good Quaker founded,
Sprang the germs of that wonderful tree
Whose branches and leaves at last have surrounded
Each home in this land of the free.
Great events and results worthy to engage
The attention of men as they ought to,
Develop slowly, and man's stated age
Spanned the founding and finding a motto.
Seventy years after Penn's city was founded,
Arose a tower in the new "house of state,"
In which was a bell, the first note it sounded
Was, "Liberty Proclaim from this day and date."
Two decades and three years its loud voice cried
"Liberty! Liberty! hear me proclaim it."
Men heard, and for it, in their hearts sighed,
Saying, "When shall it come, oh! the day name it?"

RAILWAY CONDUCTORS' MONTHLY.

The people, though weak, had many hearts fiery,
 Motherland thought, by our birth, that she knew us.
 In seventeen fifty-five read in John Adams' diary,
 "A century more all Europe can't subdue us."
 More spoke the bell, its voice the seed sowing,
 Regardless of "stamp acts" and "imports on tea ;"
 Causes that hastened the day were kept growing,
 While the bell kept saying "Proclaim Liberty."
 Lexington and Ticonderoga assisted
 The bell's proclamation with hearty good will,
 Proving the enemy *could* be resisted
 When men stood their ground as on "Bunker Hill."
 "Fort Moultrie," and "Jasper," who rescued the flag,
 Helped the bell in telling its story,
 The force of the message was never let drag,
 For Liberty was allied with Glory.
 One hundred and nine years ago, they say,
 Thus stood the affairs of this people ;
 Also stood a bell-man, with head covered gray,
 Away up in the state house steeple.
 Since early morn he had patiently waited
 In the belfrey, with fingers so nervous,
 While hope after hope was by fear dissipated :
 "They'll not do it !" he cried, "God preserve us."
 "Liberty Proclaim !" he reads on the bell ;
 "They'll never do it ! Never do it ! I say,"
 Alas ! is no messenger coming to tell
 What Congress is doing to-day ?
 "They'll never do it, never do it, *never* do such a thing ;
 Yes, I've waited in vain at my station.
 Ho ! here comes the boy. What says he ?" "Ring ! ring !
 Of Independence they've made declaration."
 What did it say ? with voice sounding loudly,
 Heralding forth to a listening world,
 The fact of oppression counting too proudly
 On the banner of freedom *not* being unfurled,
 The longer it spoke, its meaning the clearer,
 Reaching from east to west, south and north,
 The liberty proclaimed, now is much nearer
 Than in "Seventy-Six" upon July the Fourth.

What did it say? "All men as created
Are equal, and have in some things natural rights,
To liberty and happiness, the document stated,
In the *welfare* of people *true* government delights.
When liberty is menaced people may alter
The form, if thereby they escape tyranny,
Though done by the sword they never will falter,
For *America is and of right should be free.*"

Thus spoke our fathers the Fourth of July,
Years ago, something more than a hundred,
The maintaining of which caused many to die,
While for liberty the old bell thundered.
In reading and thinking of that old bell,
And the place it holds in this nation,
Methought its tones to some were a knell,
To others a grand inspiration.

'Tis said, with truth, some thoughts never perish,
Some tones are immortal by creation,
And the *thought* of freedom all *men* must cherish,
For its *tone* see the grand declaration.

Years have passed since that wonderful hour
When for freedom the bell was a herald ;
Many have heard and acknowledged its power,
When the liberty proclaimed was imperiled.

In Valley Forge dreary, above Arnold's treason,
Spite of gold, men stood its defender,
Its voice told the world they fought for a reason,
Ratified by Cornwallis' surrender.

The real tone that came from the house of state,
Time is ineffectual to moulder ;
Then thirteen voices, now thirty-eight,
Speak not feebly, though a century older.

Thus may the tones down through the ages
Ever proclaim throughout, "liberty,"
Dear to defenders, warriors and sages,
Who are, and of right, ever ought to be free.
It speaks to the heart, it speaks to the head,
To freemen wherever they strive ;
It speaks to the living, it speaks to the dead,
Still it speaks in eighteen eighty-five.

S. E. F.

FUSCHIAS.

She wore them in her hair,
With purple hearts and darkly crimson tips,
But ah ! their glowing hues were pale
Beside her lips.

Each slender graceful spray,
Ming'ling with the dusky meshes of her hair,
Drooped tenderly and low to kiss
Her shoulder fair.

I mind the dress she wore :
Daz'lingly white, while through each fleecy fold,
Like sunlight glinting over foam,
Gleamed threads of gold.

We mingled with the crowd ;
But, with the eloquence of love, my eyes
Held sweet converse with hers that drooped
In glad surprise.

And once the swaying throng,
Like feverish life throbs pulsing to and fro,
Left us alone to whisper thoughts
Each longed to know.

Her ungloved hand in mine,
I felt her heart beat 'gainst my circling arm,
And on the sweetly blushing face
Left kisses warm.

Life knows but one such hour.
Perhaps it is enough for us to feel
But once in life the rapturous truth
That heaven is real.

Beside my lonely fire
This dreary night, of love and hope bereft ;
As tokens of that blissful hour,
An ebon tress, a faded flower,
Are all that's left.

JOSEPHINE BRINKERHOFF.

A SPECIAL SERMON.

BY REV. JESSE BOWMAN YOUNG TO DIVISIONS 80 AND 143, AND THEIR VISITORS,
JUNE 14, 1885.

The railroad conductors who met in this city yesterday afternoon, assembled in the Grace M. E. church last evening to listen to a sermon prepared for the occasion by the Rev. Jesse Bowman Young. The attendance was large and the sermon was attentively listened to. The reverend gentleman spoke as follows :

Daniel xii. 4 : "Many shall run to and fro, and knowledge shall be increased."

This passage describes some of the most striking aspects of this wonderful age. Whether it was intended to foretell the features of our modern life or not, we may take it as a starting point in the work before us this evening. The words of the prophet picture a time when multitude shall travel through the world, traversing its continents and oceans, mingling with each other in social, political and financial intercourse, and when knowledge shall be increased among men. Surely that is a description of our age of easy and rapid locomotion, and of constant and wonderful advances in knowledge. Among the types of this marvellous time in which our lot is cast, and chief in its factors and achievements, is that wonderful machine, the locomotive. It has, beyond any other invention, multiplied the possibilities for the growth of knowledge, and magnified the elements of human progress. I have been invited to address a body of men who represent the railroads,—the most gigantic, potential, growthful and wonderful industry in the world. No invention or discovery—not even that of printing—has ever accomplished such complete and radical and amazing revelations in the earth in so short a time as have been accomplished by the locomotive. I am grateful for the opportunity of speaking on such an occasion to a body of men connected with this vast industry, and I take this occasion to bring you words of cheer, of warning, of comfort, of instruction, in connection with some of the aspects of your work.

A few figures will bring before us an idea of the *enormous financial power* and influence wielded by the railroads of the land. Our estimated national wealth is now about \$48,000,000,000. Of this just about one-seventh is invested in our railroads. Last year the American people paid the railroads of the country in gross over \$800,000,000. That is, in a year and a half we pay the railroads an amount equal to the whole national debt. In the whole world there are 286,000 miles of road ; in this country we

have nearly as much as all other nations combined, almost one-half of the entire mileage of the globe. We have doubled our mileage since 1871, in spite of all the depressions, stagnations and disasters that have smitten and agitated the business world. In the employ of these roads are more than 250,000 men in the various capacities—surely an exceedingly great army are the railroad men of the United States.

In 1882 and 1883 we laid nearly as many miles of track as Great Britain and Ireland in all the years since the first rail was laid in the British isles. These figures may help us to realize what a marvelous and mighty industry you represent.

We may reckon the inventor of the modern locomotive, Geo. Stephenson, *one of the world's great benefactors*. At the age of eighteen he was a poor lad who could not read. He had grit, however, and plenty of "sand" in his make-up, was endowed with pluck and ambition and mechanical genius. He set himself to work in a night school, learned to tinker up broken down engines, and mend all sorts of machinery. When he was thirty-one he had got so far as to earn \$500 a year, and he thought that was a good deal! Meanwhile he studied and thought and planned and experimented, until in 1829 his improved locomotive proved successful, and then his fortunes and the fortunes of the world were made. In 1830 Peter Cooper made the first American locomotive, and by that act, and by a multitude of other benefactions, he enrolled himself among the men who have served and helped forward their race. In the half century that has elapsed since the introduction of the locomotive and steam railroads into our country and into the world, it has proved one of the chief factors of prosperity, development and civilization. It has accomplished in that interval changes in modes of living, habits of thought and methods of business such as would have been deemed the dream of a madman if any one had foretold them. These revolutions in the lives and thoughts and habits of men cannot be imagined, much less pictured. What would we be to-day if all the railroads and associated machinery were blotted out? We cannot imagine the possibility of living in such a world, a world without a locomotive—and yet this fancied retrogression simply takes us back to the times of half a century ago, the age of the stage-coach, and the canal boat. Now we live in an age of steam, and we are entering on the age of electricity.

As a developer of the industries, the wealth-producing power of the nation, the railroad is a matchless agent. No other means approaches it in this regard. But for the locomotive the great states west of the Mississippi, which are fast becoming rich and prosperous beyond the dreams of

our fathers, would have remained for ages trackless and uninhabitable wildernesses, much of their territory waste and unexplored. To reach those western regions is now the journey of a few days—a simple pleasure jaunt ; but before the roads were built it required months of adventure, privation, exposure, and weary travel to penetrate their recesses.

The railroads of the United State form a bond of union. They link us in one by strands of steel. We are woven together, bound up in one , linked to each other by these iron roads. A great Frenchman, early in this century, called the United States “a giant without bones.” Our land, he thought, was loosely put together, was in danger of falling to pieces, was flabby and incoherent in its structure. Since then we have built ourselves more than 100,000 miles of railroad, and each added mile is an additional bond to unite our country forever. Look at a map of the nation, glance at the intricate network of roads which cross and penetrate the land; and, as you study it, reflect that these roads mean a community of interests, of resources, of friendship, for all time to come. The railroads have furnished our ebony framework. The giant at last has arrayed himself in his bones, and he has covered the bones pretty well with flesh also. Charles Francis Adams has well said : “Abroad and at home the locomotive has equally nationalized the people and cosmopolized the nations.” Whatever else these systems of railroad stretching far and wide have done or have failed to do, they are a bond of union, they are to be reckoned high among the agents which unify the republic and impress the people with the sense of their common heritage and life.

The *personnel* of the railroads of our land to-day, constitutes a large percentage of the best men in the country. General Garfield said twelve years ago, “The railroads naturally attract to their enterprises the brightest and strongest intellects. It would be difficult to find in any other profession so large a proportion of men possessed of a high order of business ability as those who construct, manage and operate our railroads.”

Taking your own section of the railroaders of the land, who can deny that they are a picked body of men. Our conductors are usually manly, intelligent, skillful, courteous, prompt and faithful. In their presence and under their care every day and night, in all parts of the land, multitudes of children and defenceless women travel without a thought of danger. Prompt, generous, chivalrous men the railway conductors generally are, and if by chance a man of another sort gets into such a post, the company and the public soon find him out and he is easily and promptly dismissed.

The whole truth as to railroads has not all been said, however. Sometimes we find *officials who forget* that men under them have hearts to feel, and brains to think, and nerves of sensibility. They use employes as mere machines, without a care or thought for their feelings, health, comfort, or even, I was going to say for their lives. They drive the men under them beyond the limit of endurance, they load them with tasks that no human being can carry, they goad them to the very depths of exasperation and despair. Against such men, wherever they may be found, every just man should cry out with indignation and in wrath.

Then there are *railroad wreckers* to be considered. I do not mean the infamous wretches who contrive by their deviltry to throw a train off the track for revenge or in order to steal from the helpless passengers and the broken cars. I mean the men who have piled up fortunes by cheating bondholders, defrauding stockholders, smashing railroad companies, watering stock, palming off upon the ignorant properties out of which all the nourishment and good has been emptied. The history of many railroads in the United States is a record of outrageous fraud, of infamous wickedness, of chicanery and rascality, carried on by covert and treacherous methods, and crowned for the time with conspicuous success. It has now come to be a proverb that the projectors and first owners of a railroad are not to expect to make money out of it. They must be ousted, their property wrecked, their road depreciated in value, their stock and bonds sold for a song, and then when the wreckers and plunderers enter upon their inheritance the era of prosperity begins. Our whole railroad system has suffered from these outrages and infamies, and because of the wrongs perpetrated upon the people by scoundrels of the sort indicated, in foreign lands and in the financial centers of the world, American railroads and their securities were for years held in derision. They were regarded by other nations to be a type of the rottenness and hollowness which were believed to be characteristic of all our institutions.

Indiscriminate abuse of corporations is a very foolish policy. Without these combinations of capital, labor and financial genius, no progress would be possible in this age. Yet corporations must realize that they are servants and not rulers, and that in this land the people are the sovereign power.

In England, but a little while ago, a leading and powerful journal declared that the question of the hour in politics and in the government was this; "Shall the state manage the railroads, or shall the railroads manage the state?" We have about reached that juncture in America. There must, of course, be concession and honesty on both sides in the decision of this is-

sue, but here, of all lands in the world, the people must be recognized as the source of supreme authority and power.

Gentlemen, *the occupation to which you belong is a demoralizing one.* Many circumstances conspire to make it a disorganizing and relaxing vocation. The irregularity of your hours, the various associations into which you are thrown, the tremendous responsibilities which you are often called upon to bear, the tension which comes upon brain and heart in time of danger and duty—all these features of your life make it demoralizing. Chief in this list and first of all demoralizing circumstances, is the requirement which is made of you for *unnecessary labor on Sunday.* The railroads are one of the principal educating agencies of our land. They have taught us the value of promptness, the necessity of calculating time to the very second, the worth of enterprise and the unity of the land. But they have also taught us some bad lessons, and one of these is the matter I barely alluded to—the breaking of the Sabbath by the unnecessary running of trains, and by the requirement of undue labor on the day of rest. I do not blame the railroads alone in this regard; the people are also to blame in allowing and patronizing Sunday traffic and travel. This is one of the demoralizing features of your vocation that, night and day, week day and Sunday you are required to be on duty, taxed at times to the utmost limit of endurance and bound to do the work required, whether your energies have been recruited by proper rest and sleep or not. The running of railway trains, of freight lines, and of mail service, on Sunday has been a chief agency in breaking down the restraints of the Sabbath. I am not disposed just now to present any other argument than this in connection with the theme of the moment: Man needs rest and sleep, in due times and seasons, or he cannot work with skill and fidelity. The most of the Sunday traffic of railroads is unnecessary. For many years the Delaware, Lackawanna and Western road and branches ran no Sunday trains. The company saw no reason why they should break the Sabbath. Some years ago 450 locomotive engineers of the New York Central road sent in a petition to President Vanderbilt asking for relief from the onerous exactions of the Sunday labors required at their hands. They said: "This never-ending toil ruins our health, and prematurely makes us feel worn out, like old men; and we are sensible of our inability to perform our duty as well when we work to an excess." This is the cry of men all over the land, who are driven, oppressed, harassed, by the requirement to work on the Sabbath as well as through the week. The railroads are not altogether responsible for this state of things. The business men, who urge their freight forward by Sun-

day trains, travellers who choose that day for their journeys, and the people at large who submit to have their Sabbaths made into days of traffic and travel are also to blame in the matter. Hence, I stand here to plead for a day of rest for our railroad men, for the suspension of all passenger trains, except those which are absolutely necessary, for a total suspension of all freight traffic on that day. If our Sabbath goes, much that we hold dear and sacred will go with it. For the sake of men who are shut out incessantly from home, from the privileges of public worship, from many of the enjoyments of life, I plead for a day of rest. Let them have the Sabbath day, as far as possible, for rest, worship, recuperation, home fellowship. Once a week at least let the terrific strain which is imposed on their nerves, and brains, and hearts, be lightened.

I would hardly be faithful to my trust if I did not warn you against another danger to which many railroad men are exposed. I refer to the sin of profanity. I have no question that I am speaking to some, at least, who are addicted to this habit. Let me ask you whether you can think of any good reason for keeping it up. Does a man fall or rise in your esteem when you hear him utter a terrible oath? In all candor is it not a dreadful thing for a man to speak the name of his Creator and Savior, in anger, with blasphemy, in language of profanity? No man ever gained a moment of pleasure, or secured a friend, or added a penny to his purse, or ever obtained any sort of good by an oath. On the other hand what blight, what ruin, what overthrow, the habit brings to all the powers of the soul. It is God himself who says, "Thou shalt not take the name of the Lord thy God in vain."

Again, railroad men are peculiarly liable to be *tempted to use liquor*. In idle hours, in times of exhausting labor, in seasons of overwhelming strain, the system run down, depleted, unstrung, cries out for some sort of stimulus, and it is natural to think of liquor as the means of affording temporary strength and refreshment. The dangers that come from the use of strong drink on the part of railroad men are not merely personal to themselves. They are placed in charge of the lives of other people, entrusted with goods and merchandise of the land, are custodians of property of immense value. Now if under such a trust railroad men dethrone their judgment, bewilder their senses, disturb their even balance, by the use of intoxicating liquor, how dreadful the evils that may follow. During the war sometimes it happened that a battle was lost by an officer that was drunk. In his irrational state he would order his men forward into unseemly places, mismanage his troops, lose his opportunity, and be defeated. In the great day of accounts

who shall give the reckoning for the lives lost under such circumstances? To say nothing of the wretchedness and wrong that follow to a man himself from the habitual use of strong drink, there is this motive to be urged home upon the conscience of railroad men: For the sake of the lives committed to your safekeeping, for the sake of the property of which you are the custodians, in view of the vast interests, too sacred and important to be really pictured or estimated, you have no right to throw your judgment out of gear, or disturb the balance of your faculties, or run the risk of becoming in any degree under the influence of liquor.

Another feature of your life on the rail is proverbial: It is a *dangerous occupation*. In 1883 there were over sixteen hundred accidents to trains in various parts of the country. Nearly five hundred persons in these accidents were killed outright, and about two thousand were injured. The casualties that occurred in coupling cars and otherwise, the injuries that took place without any train accident, these are hundreds more. You do not need any facts or figures from me to lay before you or make more impressive this characteristic of your calling. You have faced its dangers, and tasted its risks and endured its accidents, and passed through its ghastly and terrible collisions, and known its perils. And your own observation will confirm my declaration that there is not to be found on earth a more cool, courageous, heroic set of men than railroaders. There are countless heroes among them. As noble and brave men are enrolled among the engineers and firemen, the brakemen and conductors, of our railways as ever were martyred for 'conscience' sake, as ever marched with song of victory to the stake, or ventured their lives in the battle for the sake of their flag.

These nameless heroes hardly ever are mentioned in the papers; they seek not for fame; they are not generally known to the public, but they are as manly and heroic a body of men as ever trod the earth.

Take the instance that occurred a few months ago down at the station in this very city of Harrisburg. A lady, bewildered and distracted, stood unable to move on a track, with a train coming towards her. Brave Harry Foster, a railroad employe, saw her danger. He knew that the venture which at once he made might mean death for them both; he knew that he had hardly a chance of rescuing her and escaping himself—but he sprang to her aid—too late to be of service to her, indeed, but not too late to write his name high up among the list of the heroic spirits who have faced death for the sake of saving human life.

Or recall the incident that occurred on the New York division of the Pennsylvania road some time ago. In some strange way the cab of the

engine of a train coming out from New York caught fire. The locomotive was going at a high rate of speed. Six hundred passengers were aboard the cars. The flames at once became so fierce that the engineer and fireman were driven from their posts. They sought refuge, temporarily, in the baggage car. There only for a moment the engineer surveyed the scene. Destruction was before the train unless he could regain his post and put on the air brakes and shut off the steam. It would cost him his life, perhaps, to make the venture, but he did not stop for that. He thought of that train for which he was responsible, he thought of the wife and children at home who would miss him when he was gone, he thought of the future, the great unexplored future beyond, after death,—and then out he rushed. Back on the tender he sprang; over the coal and into the face of the flames he went; and then he was lost to view in fire and smoke. His hair was on fire, his beard was aflame, his flesh was scorched and burnt, his eyes were blistered by the awful heat,—but there he stood at his post, putting on the brakes, reversing his enging, rescuing his train, saving six hundred human lives, and falling at his place of duty dying, burnt past recognition, but dying for his fellow men. Now search the records of armies and the histories of battles, go through your hospitals and traverse the stories of fights and disasters on the sea, and you will not find anywhere a more heroic spectacle than this incident affords.

O, there are thousands of heroes on our railroads,—unknown, unrecognized, unnamed heroes. They will stand at their post, holding the lever, putting on brakes, giving proper signals when they know that the task they are attempting involves almost certain death. They go forth in the morning or at night to face danger, not knowing but that ere the sun shines again they will be mangled and torn in some horrible accident. Seldom does a railway employe flinch from danger when danger is to be faced, or refuse to make tremendous ventures when it is necessary to save a train or to rescue human life.

There are four rules which you are taught especially to emphasize in your occupation. I want to turn them to practical account in closing.

You are taught to "*obey orders.*" This is a fundamental law in your life. You are of necessity impressed with the obligation to mind the instructions of those who are in official position above you, and to require implicit obedience of those who are under your charge. Now, I want you to make the application of this rule to your own life in its relations to Christ. Mind the orders of this great Master. Hear his voice. Obey his

Word. Do not live in rebellion against him. In view of the special forms of dangers which you daily face, in view of the risks you constantly run, give your hearts and lives into the keeping of the Lord Jesus. Obey his orders evermore.

Then you are constantly taught to "*keep on the right track.*" Confusion worse confounded ensues if by any mischance a train takes the wrong track. This is a good and safe rule for you to follow in your daily life. If you are careless concerning the interests of your soul, if you are leading a prayerless and indifferent life, if you are wasting your strength in drink and in secret vices, if you are living without God and without Christ in the world, you are on the wrong track. Get on the right track. Put yourself there to-night by consecrating your life to God.

Again, you are taught to observe and watch for "*danger signals.*" The red light at night, the red flag by day, the red color in the signal box—you all know what this means. My brother, I would not be true to you, nor to myself, if I did not indicate to you the dangers ahead on the path of the sinner. If you are unconverted, I wave before you the crimson flag of danger. I signal to you—"Danger ahead! Danger for the man that lives in sin, for the soul that rejects Christ, for the sinner that neglects this great salvation. Danger for the man that tampers with drink, for the youth that ventures into secret place of vice, for the man who blasphemes the name of his Lord. O turn out from this way of peril into the path of peace, and thus enter the right way, and get on the right track!"

Finally, you are taught by virtue of your daily life to "*look ahead.*" The engineer at his post sits with eye and nerve and brain in a state of painful tension, watching the track just ahead of him. Rounding curves, passing through tunnels, crossing country roads or railroad tracks, entering, traversing, and going out of towns or cities, his eye is fixed on the road ahead of him. And what he does you also do in your place; as far as you can you keep noting the track ahead of you. Make this rule also of service to your soul. Think of the future. Let your thoughts go on ahead. Consider the section of the road that you are about to enter—the untraveled road, the unknown journey of life. Keep your eyes on it for a while. Only the reckless, foolish man lives without forethought. What of that life ahead of you? Ah, there are dangers to face, responsibilities to carry, sorrows to be borne, temptations to overcome, reputation to win, character to be tested, eternal life to be won. Without Christ, my brother, you cannot look ahead with any comfort or inspiration very far. Without Christ you dare not

think of death, and the grave, and the great beyond. Accept him, trust him, take him to-night and henceforth on the train, or in the home, or in the midst of accident and tumult and danger, he will be a Friend in every time of need.

Your motto, my brethren, is "*perpetual friendship*." By this sentiment you cherish a sense of brotherhood in your corps. May you realize that in Christ is to be found the secret of perpetual friendship, and that in him you may be bound with your brothers in sacred ties and relations that will last forever.

When the train nears the end of a division, you know what the engineer, the fireman, the conductor, the brakeman, all do. The long run is almost over. As the train approaches its destination the men prepare to leave the train. Their hour of work for the time is nearly done. They lay aside their working garb, put the engine and cars in order, finish the reports that are to be handed in, hand over the engine and train to those appointed to care for them,—and then they say: "Good-by, boys, I'm going home."

Even thus may it be with you when the train of Life nears the end of its long journey. May the lights of the heavenly city flash welcome into your faces as you approach its portals. And laying aside your earthly garments of toil and sorrow, may you be robed and prepared to meet the King in his beauty. With your accounts all made up and approved, with your trusts all completed and fulfilled, with your work all nobly done, may you hear the Master say: "Welcome home," and may the angels echo, "Welcome home," and, mingling with their voices, may you hear the tones of loved ones gone before you to the other side, all singing "Welcome, welcome home!"

MINING EXPERTS.

I once knew an "expert" who was at one time employed by Lieut. V., U. S. A., as a guide. During their pilgrimage the Lieutenant picked up a piece of "float," handing it to the "expert," asked him what he thought of it. Mr. Expert put on his glasses and a wise look and made the following report: "Liftinant, it is highly metaliferous. It have an Israelite oreidist cast of character. It is full of malicious matter, but its component parts are lead. It is a decomposed, conglomerate substance which has been thrown to the earth's surface by a corruption of nature at some future period of time."

CAPTAIN JACK.

PROOF.

A rigid form lies on the bed;
 A breaking heart, with bowed head
 Asks : "Am I sure that she is dead ?
 How may I know that life is o'er,
 That she will never hear me more ?
 Is there no way to clear
 My soul from doubts that will appear,
 As looking down, I think her here ?"

While thinking thus, of her so near,
 Who, now no more, is doubly dear,
 His mind goes back to the happy year
 When she, now lying dead,
 With joyous modesty then said,
 "Thy God is mine, thy people too,
 Where thou goest I'll follow you,
 Death, for us, is not adieu."

He sees, through good report and ill,
 She trusted in him, when, until
 Such trust had made him say I will
 Be worthy of a love so pure,
 And no man shall e'er be truer
 Than I, who thus am blest
 With noble wife, a heart the best,
 That's never *passive* when caressed.

Through many years of wedded life,
 Filled up with cares and worldly strife,
 She always was a loving wife ;
 Who, rather than their love should halt,
 Should, meekly, own herself in fault ;
 While he, the one who should confessed
 Himself in error, with love's zest
 Kissed her, and was himself caressed.

Now, unto himself he saith,
 I'll *prove* if this be really death.
 And, stooping down, with bated breath,
 Her lips, her eyes, her brow he pressed,
 Which oft so fondly he'd caressed,
 The doing of, upon his part,
 Would surely cause the loving heart,
 If living, *in response* to start.

No answer comes to his caressing,
 The silence, ah ! is so depressing,
 His agony is then distressing.
 "In this silence, Lord," he cried,
 "All my doubts are verified."
 With despairing voice he said :
 "The form, now lying on the bed,
 "Responding *not*, then must be dead."

S. E. F.

A RELIC.

What a wonder ! Once a tongue
 Within this noisome cavern hung ;
 And once this socket's flashing eye
 Caused lovelorn maidens deep to sigh ;
 And once upon this fleshless cheek
 Some mother, poor and kind and meek,
 Hath pressed her kisses warm and sweet,
 The while she did her Lord entreat
 That from the turmoil and the strife,
 And all the ills of fateful life,
 He would her precious boy defend,
 And on him choicest blessings send.
 And now behold this ruin ! Once this skull
 Now worthless as a stranded hull,
 Hath had a place, a date, a name,
 Perchance was not unknown to Fame,
 And swayed with eloquence the throng
 Or soothed the aching heart with song.
 Now, none thy fame shall ever know,
 Nor on thee proper meed bestow ;
 Thy name and place are all unknown ;
 Unknown what once was all thy own.
 And yet, alas, 'tis but too true,
 We all, in Time, shall be as you.

UNKNOWN.

“ QUOTATIONS.”

A Sunday school teacher, with earnest petition
 Told her class, at the next recitation
 In giving their mites toward the foreign missions,
 To quote something toward that relation.
 The first one, a Miss, with her contribution,
 Not a “sayer” alone, but a “doer,”
 Quotes aptly and well, as a solution—
 “Blest is the man that remembereth the poor.”
 The second, a Miss, this too must be noted,
 Proving she, too, had studied “The Word,”
 With her offering quite properly quoted—
 “He that giveth to the poor lendeth to the Lord.”
 The third one, a boy, on this “saying” stumbled,
 Could not see why the mission was started,
 As he dropped in his penny, self consciously mumbled,
 “*A fool and his money's soon parted.*”

ARRANGED BY S. E. F.

SCARING THE SINGERS.

DETAILS OF THE CAPTURE OF THEODORE THOMAS' COMPANY BY N. M. COW-BOYS.
From the San Francisco Alta.

One incident which broke in on the monotony of the trip with startling effect, occurred last Monday at Coolidge, New Mexico. The train had stopped and Mr. Thomas and one of the other gentlemen had left the cars for the purpose of making some purchases. There was a crowd of some twenty or so cow-boys, in the full regalia of the plains, at the station, and when they found out that the train was a special and that the passengers were musicians, they determined to have some music. Charles Locke says: "The chief cow-boy yelled for the head man of the party, and when Mr. Thomas was pointed out to him, faced him with the remark :

"We have not had even a circus this year, and we want some music.

"All right," said Mr. Thomas. "The man who told you that we were musicians shall play for you.

"The man started for his instrument. Then the cow-boys had a discussion as to what the tune should be. They were all much amused by the affair. First they favored 'Home, Sweet Home,' but the greater number wanted the 'Arkansaw Traveler.' So they had that in good shape. Finally the ladies in the special car were spied, and the leader demanded :

"Now give us some singing.

The leader asked Miss Juch, who answered that her contract with the manager prevented her from singing unless at his instruction.

"Look here," said the cow-boy, "that won't do. We don't care for your contract. Now, if the men outside should begin to shoot don't you think that you would sing ?

"He drew out his pistol as a joke. Then Miss Juch put her head out of the window and sang to the cow-boys, who nodded approval. But she had only fairly begun to sing when the train started out."

Emma Juch, who visits this city now for the first time, is a pretty and petite blonde. In describing the cow-boy affair she said : "Madame Materna had advised us to all sing in concert, but when the cow-boys began to draw their pistols she screamed, threw up her hands, and rushed to her apartments, followed by Heinrich, and locked the door.

"You've got to sing if she don't," yelled the cow-boy, and he began to handle that pistol in a manner that made my blood run cold.

"Come, all ready ! Sing or we will distribute some leaden pills around here in short order, and some one will get hurt.

"Well, said I, if I must sing I suppose I may as well begin. By this time the violinists had taken out their instrument, and, with trembling hands, tried to, play. The cow-boys danced and swung their pistols and called for me to sing. Well, I had nothing else to do but sing, and sing I did. But just then the train began to move, and the cow-boys retired with whoops and yells. You don't know how we were relieved when we saw that awful band left behind. I know we shall none of us grow for a whole year."

B

Ladies' Literature.

A STRIKE.

Once upon an evening dreary, as I pondered sad and weary,
 O'er the basket with the mending from the wash the day before ;
 As I thought of countless stitches to be placed in little breeches ;
 Rose my heart rebellious in me, as it oft had done before,
 At the fate that did condemn me, when my daily task was o'er,
 To that basket evermore.

John, with scarce a sign or motion, sat and read the Inter-Ocean,
 With no thought of the commotion which within me rankled sore.
 "He," thought I, "when day is ended, has no babies to be tended,
 He can sit and read and snore ; he can sit and read and rest him ;
 Must I work thus evermore ?" And my heart rebellious answered,
 Nevermore ! No, nevermore !

For, although I am a woman, every nerve within is human—
 Aching, throbbing, when o'erworked—mind and body sick and sore.
 "I will strike. When day is ended, though the stockings are not mended,
 Though my course can't be defended, safe behind the closet door,
 Goes that basket with the mending, and I'll haunted be no more.
 In the daylight shall be crowded all the work that I will do ;
 When the evening lamps are lighted, I will read the papers too."
 —*Mrs. R. H. DeLa in Inter-Ocean.*

—Betsey A. Maxey of Knoxville, Ills., is the inventor and patentee of a car-coupler. May not the problem that has so long agitated masculine minds, be solved by a woman ?

—Bessie Bauman, a daughter of Geo. M. Bauman, of the Fort Scott (Kansas) Railroad, recently took charge of the engine when it was necessary to send a train from Fort Scott to the Ninnescah bridge with materials and no engineer was at hand.

—The New Orleans *Picayune* says that "among the few things a majority of women have yet to learn, is how to draw a check." Perhaps their ignorance of this pleasing and not over-burdensome occupation may come from lack of opportunity to practice it.

—It is said of Jay Gould that his wife is probably the only woman in whom he ever fully confided. She knows all his secrets and has never told a single one. A woman with such a lot of important information and never to give a hint of it ? There are more than seven wonders in the world.

—The title of “lady” is derived from the Saxon hleaf-dian, contracted into laidy, and then into lady. Laf, or hlaf, or loaf, means food or bread, and dian means to serve, so that the title “lady” means bread-server. The feudal lord supplied the food for the guests, or the poor, and the ladies used to carve and distribute it.

—A postal card was received by an Erie railroad official of Binghamton which was a marvel in its way. It was directed to “Eara Rale Rode, Binghamton, N. Y.,” and inquired if that “Coulard Gurl what overseez the Depott had sene a Parasol, Black Parasol wid wide Black lace on its edge of it. i left it thare and i would like it sent to Horse Heads N. Y. My eye pained me So i forgott it. Pleas look after itt in the Depott.—*Owego Blade*.

—The eldest daughter of Robert Yergin, of Dials Township, Laurens, S. C., has for several winters run her father's engine to gin cotton, using her books even while at the engine for self-improvement. By her self-application, energy and industry, she has made money enough to educate herself, first teaching, and then attending school. She is now in the graduating class of the Columbia Female School, has been elected to write her class valedictory address, and holds the position of first honor in her class. Miss Yergin's younger sister, Miss Lilah, fourteen years of age, also now runs her father's engine and promises to follow in her eldest sister's footsteps.

—When Edison, genius and inventor that he is, had given two weeks of his valuable time to going up and down on the New York Elevated railroad trying to discover what caused its noise and a cure for it, he gave up the job. Then a little woman took it. She rode on the car three days; was denied a place to stand on the rear platform, laughed at for her curiosity, and politely snubbed by conductors and passengers. But she discovered what caused the noise, invented a remedy which was patented, and she was paid the sum of \$10,000 and a royalty forever. Her name is Mrs. Mary Walton, and she lives in New York City.—*Wilkesbarre Journal*.

—When a whiff of fragrance floats up the stony, dusty street, and we thereupon meet a girl under a shady parasol, with a big bunch of violets at her throat, a sense of daintiness, of sweetness, of pleasure lingers with us, that is not always suggested by far more costly attire and is not even dependent upon personal beauty in the wearer. A woman who sets a cluster of marguerites or pale pink roses, freshly gathered, against the waist of her blue gingham dress, in the early morning hours, shows that she has an eye for the refinements of life and knows how to invest the soberest thoughts and things with a certain grace.

THE OLD WOMAN'S RAILWAY SIGNAL.

The most effective working force in the world in which we live is the law of kindness; for it is the only moral force that operates with the same effect upon mankind, brutekind and birdkind. From time immemorial, music has wonderfully affected all beings, reasoning or unreasoning, that have ears to hear. The prettiest idea and simile of ancient literature relate to Orpheus playing his lyre to animals listening in intoxicated silence to its strains. Well, kindness is the music of good will to men and beasts, and both listen to it with their hearts instead of their ears; and the hearts of both are affected by it in the same way, if not to the same degree. Volumes might be written filled with beautiful illustrations of its effect upon both. The music of kindness has not only power to charm, but even to transform, both the savage breast of man and beast; and on this harp the smallest fingers may play heaven's sweetest tunes on earth.

Some time ago we read of an incident in America that will serve as a good illustration of this beautiful law. It was substantially to this effect: A poor, coarse-featured old woman lived on the line of the Baltimore & Ohio Railway, where it passed through a wild, unpeopled district in West Virginia. She was a widow, with only one daughter living with her, in a log hut near a deep, precipitous gorge crossed by the railway bridge. Here she contrived to support herself by raising and selling poultry and eggs, adding berries in their season, and other little articles for the market. She had to make a long, weary walk of many miles to a town where she could sell her basket of produce. The railway passed by her house to this town, but the ride would cost too much of the profit on her small sales, so she generally went to market on foot. The conductor came finally to notice her traveling by the side of the line, or on the foot-path between the rails, and being a good-natured, benevolent man, he would give her a ride to and fro without charge. The engineman and brakemen were also good to the old woman, and felt that they were not wronging the interests of the railway company by giving her these few free rides.

And soon an accident occurred that proved they were quite right in this view of the matter. In the wild month of march the rain descended, and the mountains sent down their rolling, roaring torrents of melted snow and ice into the gorge near the old woman's house. The flood arose with the darkness of night, until she heard the crash of the railway bridge, as it swept from its abutments and dashed its broken timbers against the craggy sides of the precipice on either side. It was nearly midnight. The rain fell in a flood, and the darkness was deep and howling. In another half

hour the train would be due. There was no telegraph on the line, and the stations were separated by great distances. What could she do to warn the train against the awful destruction it was approaching? She had hardly a tallow candle in her house, and no light she could make of tallow or oil, if she had it, would live a moment in that tempest of wind and rain.

Not a moment was to be lost, and her thought was equal to the moment. She cut the cords of her only bedstead and shouldered the dry posts, head-pieces and side-pieces. Her daughter followed her with their two wooden chairs. Up the steep embankment they climbed, and piled their all of household furniture upon the line, a few rods beyond the black, awful gap, gurgling with the roaring flood. The distant rumbling of the train came upon them just as they had fired the well-dried combustibles. The pile blazed high up into the night, throwing its red, swaling, blooming light a long way up the line. In fifteen minutes it would begin to wane, and she could not revive it with green, wet wood.

The thunder of the train grew louder. It was within five miles of the fire. Would they see it in time? They might not put on the brakes soon enough. Awful thought! She tore her red woollen gown from her in a moment, and, tying it to the end of a stick, ran up the line, waving it with both hands, while her daughter swung around her head a blazing chairpost a little before. The lives of a hundred unconscious passengers hung on the issue of the next minute. The ground trembled at the old woman's feet. The great red eye of the engine showed itself coming round a curve. Like a huge, sharp-sighted lion coming suddenly upon a fire, it sent forth a thrilling scream that echoed through all the wild heights and ravines around. The train was at full speed, but the brakemen twisted at the brakes with all the strength of desperation. The wheels ground along on the heated rails slower and slower, until the engine stopped at the roaring fire. It still blazed enough to show them the beetling edge of the black abyss into which the train and all its passengers would have plunged into a death and destruction too horrible to think of, had it not been for the old woman's signal. They did not stop to thank her first for the deliverance. The conductor knelt first by the side of the engine; the engine-driver and brakeman came and knelt down by him; all the passengers came and knelt down by them, and there, in the expiring light of the burnt-out pile, in the rain and the wind, they thanked God for the salvation of their lives. All in a line, the kneelers and prayers sent up into the dark heavens such a midnight prayer and voice of thanksgiving as seldom, if ever, ascended from the earth to Him who seeth in the darkness as well as in secret. Kindness is the music of good-will to men, and on this harp the smallest fingers in the world may play heaven's sweetest tunes on earth — *Elihu Burritt in Railway Times*.

Fraternal.

MY FIRST START.

When I went on the railroad, the brakes I did apply,
I broke ahead on the local freight, Geo. C., Jim P., and I.
The runs were long and heavy, but I never did complain,
Until I thought I had it down, and began to want a train.

I broke and broke, and after a while began to think, perhaps,
A change of pasture for the best, as year after year would lapse.
The day at last it did arrive, I was called to take a train,
And after all began to think I had not lived in vain.

Right here is where the grief began, we had it up and down ;
I called it nip and tuck at first, at last I got it down.
How many think our life is grand, as thro' the world we glide,
The only thing to do—get on the train and ride.

“ Please, sir, I have but twenty cents, the fare I know is more,
But everybody says your are so kind, especially to the poor ;
I am an orphan in this cold world, and not a friend alive,
My father was a railroad man, they say, before he died.”

This was a thin and poor clad girl who stepped aboard the train ;
Please, Miss, where do you want to go, and pray what is your name.
My name is Emma Lair, my papa's name was Nye ;
A tear fell on the conductor's cheek as he passed the poor girl by.

Times have changed since '69, not many yet remain
To tell the tale of bygone days, or when they took their train.
Some have made their last great run to that celestial shore,
The spotter that once knew them will know them never more.

The duplex there they never use on that heavenly train,
No spotter will stand a show, admittance there to gain.
All trains will come and go on time, by the motion of the hand,
And we hope to meet you all in that far off better land.

ED. L. B.

HOBOKEN, N. J., July, 1885.

About the middle of January, 1885, a notice appeared on the bulletin board in the Conductor's room at Hoboken, to the effect that conductors on the Pennsylvania R. R. were about to form a division of the Order of Railway Conductors, and inviting such as were so disposed to join them in asking for a charter. Mr. Joseph Hough and Mr. A. W. Reed, went over to Jersey City and talked the matter over with one or two of the conductors there, but on returning to Hoboken and after consultation it was determined that a better plan would be to organize a division at Hoboken. Owing almost entirely to the energy and enthusiasm of brother Hough, the matter was pushed so rapidly that at the expiration of about two weeks fifty-five men had put down their names and paid in the amount of money deemed necessary to cover the expense of obtaining a charter from the Grand Division. In the meanwhile Mr. Hough had corresponded with the Grand Chief and the Grand Secretary, and had received directions from them as to the proper course of procedure, and on forwarding the necessary amount of money for charter fee, received from the Grand Chief permission to meet and be duly organized as a division of the Order of Railway Conductors.

An application to our General Superintendent had shown that he approved of his men joining the Order, and he gave us such assistance as we needed from him, in the way of a special train to get the men together from different points on the road. On the 11th of February a preliminary meeting was held at Hoboken, at which meeting committees of reception and commissary were appointed, and thus matters were put in train for properly looking to the comfort of expected guests at the organization and christening of the infant division!

We were favored with pleasant weather on the 15th inst., and the train starting from Easton and picking up the men at different points of the road, arrived at Hoboken about 10 a. m., with about eighty conductors, some thirty of whom, being already members of the Order. At the hall we were met by Deputy Grand Chief Rosencrans, who certainly selected a very able body of assistants from the visiting brothers present, with whose help he opened and conducted the Grand Division. After proper identification of those present, the division was instituted in due form, duly organized by the election of officers, and received permission to work from the Grand Chief, under the number "168," and christened "Moses Taylor."

Our committees of commissary and reception endeavored to make all present comfortable both in mind and body, and from the general good feeling exhibited from first to last, I think their success cannot be questioned.

I have attempted, thus crudely—from necessity, to give a short account of the inception of our division, and only regret that the task had not fallen to some one more able than myself to make it interesting to all concerned.

Very truly, FRANK GIBBS, Cor. Sec'y.

ALTOONA, May 11, 1885.

EDITOR MONTHLY:—Since you last heard our plaintive wail a great change has come over the dream of Altoona Division 94. We thought we had, for good, one of the best workers in the Order, but, alas, all is changed. Our genial and imaginative secretary and treasurer, J. M. Cavanaugh, did not have time to get two cars of lumber at one of our large lumbering cities and in consequence he was compelled, by circumstances over which he had no control, to seek other fields for his labor. He is at present on the Wis-

consin Central railway, and his melodious voice, singing "Who will Care for Annie Now," causes the inhabitants of the swamps along that line to turn green with envy, and the festive mud turtle to long for John Allen to give him a ride on the express to Levi Martin's, in Chippewa Falls.

C. W. Merriam, another of 94's boys, has silently folded his tent and hied himself to the St. Paul & Duluth railway. We hope you will meet with success, Charlie, but we shall miss you.

Our C. C., Frank Briggs, is pronounced by competent judges to be the most graceful roller skater on the Omaha road, with the exception of Mike Towey. Yes, Frank, if you quit visiting Kendall's so much and practice more while laying in Elroy, you will soon surpass Mike.

Our A. C. C., James Burns, is down on skating rinks. I suppose it is because his E. St. Paul girl toes in, so that she is unable to navigate on the buzzing castors. Jim, buy her a pair of snow shoes, put rollers under them, and she will be O. K.

Pete Brown, so fat and lazy, and Jim Pearsall, who sets the girls crazy, along with Joe Wilkey and C. C. Fenor, still hold down the East End, and exterminate rattle snakes around Wisconsin Valley Junction.

M. K. Dunn is on C. F. & N. Division again. He could not stay away from Superior even if she is a candidate for a dime museum. Joe Tresslar, Skip Sires, Jerry Sires, M. E. Triffey, John Stewart, John Milan (late of C. P.,) are among the many on the West End who are holding their own with C. A. Adams, the brocho tamer of the Pampas, W. C. Gordon, the deaf and dumb man, and Charley Slusser, late of Stockwell's Two John's Combination.

J. R. Condit, of musical fame, still holds down the cannon ball train, but thinks he will soon resign, as he is disconsolate over his loss in Chippewa Falls Telephone stock. "Hello!" Are you mad yet?

A. D. Jenkins is our gentlemanly yard master here, and when not switching the 11's, can be found at the skating rink chewing gum and telling the girls his alleged funny stories.

No. 94 has some thirty or thirty-five members in good standing and all have gone into the insurance, and we advise all the boys to do likewise. The blacklist system is not looked on with favor by the boys in this section of the country.

Hoping this will not be crowded out in next issue, I remain,

Yours in P. F.,

SUNNY SIDE.

—
CALGARY, N. W. T., November 20, 1884.

EDITORS OF R. C. MONTHLY:—I read in the last issue a communication from Knapp, of 92, which should have more than passing notice. It should be read and considered by each and every officer and member of the O. R. C. The habit of drunkenness should prove an insurmountable barrier to a conductor gaining admission to the Order, but drunkenness is not the only obstacle. I venture to state that there are vices equally as great, and each division would do well to inquire into the antecedents of every candidate, even if he never tastes liquor. The habit of drinking liquor can be cured, and I know of no better way than to place the habitual drinkers in the society of men who do not drink. The fact of a man belonging to a division composed of "good men and true," is bound to have an influence over him for the better, unless he is entirely lost to all honor and principle, and but few men ever sink beyond redemption. There is always a spark of manhood left, which may be fanned into a blaze. I don't wish to pose as a moralist, but I know men who never drank whisky or any other intoxicant,

who I would be very sorry to see admitted to the O. R. C. In looking over the pages of the CONDUCTORS' MONTHLY, or the *B. L. E. Journal*, it is grievous to read the list of suspensions and expulsions. It looks bad in the eyes of the public, and I would be pleased to hear more of this matter from some members in the east, where new divisions are being formed, and where a big membership is the main idea.

We are out of harm's reach out here, and have to "rustle" for a drink. Rustle is a westernism, and may not be understood east of the Mississippi river. It means to hunt around, energetically and business like. No intoxicant is allowed in the North-West Territory, except under special permit. It comes in "altee samee," and after being well and thoroughly adulterated, is sold at \$5.00 a bottle. The North-West mounted police have unlimited power over everything, but use their power modestly and leniently, except in cases of whiskey traders, who are heavily fined in all cases. An informer receives half the fine, which is generally two hundred dollars, leaving the informer one hundred. I would give you some information about the division I belong to, if I had any to give, but I know of none, not having been within five hundred miles of the division for two years, so I'm not well posted.

Trusting that the meeting of the Grand Division may prove a lasting benefit to the Order, and that each member present in Boston will be hale and hearty at the next meeting of the Grand Division, I beg to remain,

Yours fraternally,

SASKATCHEWAN RIVER.

FORT SCOTT, KAN., June 6, 1885.

EDITOR MONTHLY:—For Scott Division No. 165 was organized February 15th, with sixteen charter members, have had eight take the degrees since and now have several applications awaiting the action of our division. Our insurance stands fourteen members. Did not learn how many are taking the MONTHLY. Our little division is flourishing and brother Coman will have no cause to regret the part he took in giving her a boost. By the way, I would like to ask brother Coman why he has not paid us that long promised visit. It's only 99 miles, Ed., and we meet on the first and third Sundays, at 2 o'clock p. m.

If I am not badly mistaken, our worthy Chief appointed a correspondent to the MONTHLY, and I would be pleased to know what had become of him. If we don't hear from him soon we will get out a strayed or stolen notice. Stolen would answer, for I think that young lady in East Fort Scott has stolen the greater part of him (his time). He's got it bad. I think he would do well to take a tumble and have it all to himself.

On May first we gave our first ball, which was a grand success. Our hall was tastefully decorated with bunting, lanterns, etc. Prof. Prothero, with his corps, supplied music for the dancers. At 11 o'clock supper was announced at Julius Cohn's European Restaurant, where all the delicacies of the season were in waiting. His rooms were beautifully decorated with bunting and choice flowers. Every one went home well pleased. About 150 couple were in attendance, and we netted something over \$100.

We would be pleased to see any brother happening this way. Come and see us.

Yours in P. F.,

X. Y. Z.

OGDEN, UTAH, June 9, 1885.

EDITOR MONTHLY—DEAR SIR:—I think it about time that the correspondent of division 124 did his duty or step down and out, and let somebody get there who will. I will endeavor to give you a few notes

ladies are the all important factor in the life of man for happiness or misery. Then, I say, open your doors the first half or all of the first day of the session, if necessary, and allow the benign and ameliorating influence of woman to come in and permeate the hearts of the delegates, and thereby the better qualify them for the more arduous duties of the convention that is before them. What say you? Hey? Yours truly, W. S. SEARS.

We say, YES, for ALL the session.

EDITOR MONTHLY:—As there was no regularly elected correspondent to the MONTHLY, I thought it would not be out of place for me to write a short letter. Derry Division No. 144, O. R. C., was organized August 31, 1884, and J. C. Campbell was elected Chief Conductor and W. H. Smith, Jr., was elected Secretary and Treasurer. We have a division of forty-five members, all in good standing. We meet every first and third Thursday of each month, at 7:30 p. m., and the second Sunday of each month at 3 o'clock, p. m. Our last meeting was an unusually interesting one; there were sixteen members present. Along with the other business attended to was the conferring of the second degree on a candidate. We also acted on three applications for membership, and had another one presented to be acted on at the next meeting. Eighteen of the members have taken the insurance and more intend to take it. We also furnished twenty subscribers for the MONTHLY. Not so bad for a new division, is it? I have understood that there is to be a division started in Altoona, and have no doubt but what they will have an interesting division, and will take some of our members, but while we are sorry to lose, as members of 144, yet we are glad there is to be a division at Altoona, where they can attend more regularly, and we feel what is our loss in this respect is a gain to the Order. Derry, as you are aware, is something of a railway center, with about 1,700 inhabitants and some buildings that would not be a disgrace to any city. There are thirty-six crews running from here that have their lay over here, and the boys are all happy, because, while business was slack some other places they have been making some extra time, and a greater part of them are laying up something for a "rainy day;" quite a number own the homes they live in and have been here for a number of years. There are twenty crews which run between Altoona and Pittsburgh which pass through here, and often leave off or take on cars. The P. R. R. Co. have a fine building here which contains twelve rooms. One of these rooms is occupied by our train master, Mr. E. Pitcairn, two of them are occupied by Mr. J. K. Russell, road foreman of engineers, one is occupied by the telegraph office and the messages are sent and received by Messrs. Amend, Fisher and Amend, working eight hour turns; and there is a nicely furnished reading room which is attended to by Mr. E. J. Skelly. And on the lower floor we have the yard masters office, which is in charge of J. C. Campbell and M. Sweeney in one room, and the scale office is in another, which is in charge of M. S. Utts. And there is a surgical room that is used by the doctors when any one is so unfortunate as to get hurt; there is a large wash and bath room, furnished with soap, towels, and hot and cold water; one is fitted up as a bunk room and is furnished with iron bedsteads and good comfortable mattresses, which will accommodate sixteen men at one time. And last, but not least, is the train men's room, where the boys congregate and make the fast runs and tell the big stories. Some one will tell quite a story and another one listening will say, "Now call in the flagman as soon as you are in the clear." The company have a yard here that will hold from 1,000 to 1,500 cars, and a great many of the cars are weighed at

this point. The engine house here is not a very large affair; it will hold about ten engines, which is all that is needed, as the engines are kept on the move; it is in charge of Mr. Jack McClelland. All coal passing here is manifested by C. C. Hackett, who is in charge of the freight and ticket office at this point. And now, hoping that I have not trespassed too much on your valuable time and space, I will close by wishing success to the MONTHLY.

Yours in P. F.

W. H. SMITH, JR.

MR. EDITOR:—I have delayed writing longer than I expected to, but I will now give you a little further history of my experience after being beat out of my situation on the S. T. L. & D. R'y. I had lots of friends in — and did not like to leave there, so I concluded to wait awhile and see if something would not turn up, thinking the example of the illustrious Mr. Micawber, a good one to follow. Well, I managed to get along very well for five or six weeks, but one day the clerk at the hotel, it was the place where I had always boarded, presented me with a bill of \$25.00 for board. I could not pay it of course, as it had cost me all I could make to live, but I told him I would pay it as soon as I got to work again. The clerk said that would not do, that he was sorry but the proprietor had told him that I could not stay there any longer unless my bill was paid. I went in to the proprietor of the bar, who had always been a particular friend of mine, and asked him to lend me the money, and to my surprise he not only refused, but told me that I could not have any more credit at the bar, until I paid my account of about \$40.00. Well, to make a long story short, I left there and went to a boarding house up town, but at the end of the week the landlady wanted her pay, and told me that I could not stay there unless I paid every week. I told her that I would leave and that I would send after my trunk in the morning. She then informed me that I could not have my trunk until my board was paid, and added some insults about my trying to beat my board like a loafer instead of going to work. Well, I concluded to leave the town, so I went over to Moses & Abrams', picked out a suit of clothes and told them to send them over to the house. The clerk called Moses, one of the proprietors, and he said, "Mr. Vinkelreid, ve haf very hard dimes, and ve like to haf you seddle de leedle agcount before you dake dese." I told him that I didn't have the money just then, but that I was going to have a passenger train on the — R'y, and I would send it to him when I got the first month's pay, but he only said, "Vell Mr. Vinkelreid, ve vill send you de glose ven you send de moneys." If the d—d Jews had let me have the suit, I would have paid my account just as soon as I could, but they will never get a cent now. Well, I went to another place and got a valise, took it to the house and packed my clothes in it, and told the landlady I would leave my trunk with her for her security, and went to the depot, where I met Oldman, one of the men that had been discharged when the detective was on the road, and who was then in the grocery business. He had gone to work as chore boy in a grocery store when he was discharged, but had got a partnership in the firm in a few months, as he was one of those lucky men who always strike something. He saw my "grip" and asked me where I was going. I told him that I was going to look for a job, and he wished me success and said, "you are capable and intelligent, and you will succeed if you keep away from saloons, but no man can be successful who spends his leisure time in them." I didn't like his mean insinuations, but I was not in a position to reply as I wanted to, so I told him I had determined on a different course in future, that I was broke, and asked him to lend me ten dollars, which he did though I was surprised, as

he was a stingy old fellow. I then told him that I did not need my trunk which was a new one that cost me thirty dollars, and that I would like to sell it. He said he did not want it himself, but one of his friends had spoken of getting one and he would give me twenty-five dollars for it, which I took. The trunk only cost me twenty, and when he gets the trunk he will have to pay five more, so I think I worked *that* pretty well, and got even with Oldman for his insults, and some of his slights when we were on the road. I went into the office and got a pass, and left on the western train, and of my success I will write you in another letter, as this one is getting pretty long. I notice that one of your correspondents calls me a fool, and you coincide with him, and want me to emigrate to Turkey. Now that's all right Mr. Editor, and may be I am a fool, but I am sharp enough to get along in the world without working very hard, or without belonging to your Brotherhood either, and let me tell you right here that some of your members are not the smartest men in the world either, and that I get the benefits of your Order when I want to, without being a member, and if that's being a fool, I am satisfied to have you call me one.

G. W. WINKELREID.

GALESBURG, June 25th, 1885.

A good brother of Division 79, very kindly sent me a paper with a romantic sketch of the presence of mind of a heroic conductor, who, in the hour of danger, when men of larger caliber of body so often lose their presence of mind, and thereby leave their passengers at the mercy of a Jesse James or a Claude Duval, prevented what might have terminated in a bloody and terrific scene, the result of which we dare not contemplate. Our hero was Wm. Rhodes, of No. 1 Denver Express, a gentleman whose moral courage, under all circumstances, had never been questioned by either the officers of the road or his companions, but previous to this occasion had never been tested in the fiery crucible of sudden and unexpected danger, but whose conduct stamps him as a hero to be numbered in the front ranks of those who stand pre-eminent as such in these modern days. As the express went thundering along over hill and through the dale, a passenger importuned the gallant conductor to unlock the closed door of one of the coaches. He proceeded to comply with the simple request, but lo! he found the door was barricaded on the inside, and with a mind which sees so quickly the coming danger, a beautiful requisite in the make-up of a successful conductor,—to see was only to act, and gazing through the sash of an outside window while stopping for water, he beheld the form of a gladiator armed to the teeth, and the doom of the helpless victims of Glendale and many a lonely spot along the desolate haunts of Missouri's tragic border land, rose before his eyes, but never daunted, he thought for one moment of a lovely woman at home who prized him so much, as a living skeleton, then a fat man's champion in the far off land. He thought of the many lives entrusted to his care and keeping; he thought of the adage he had heard when a barefooted boy, his only uniform a hickory shirt and nankeen pants, "Be willing to do and to dare," and pressing his hands to his fluttering heart he exclaimed, "*Re cum saluta jonia,*" which translated means "I go where duty calls me." He mustered his gallant crew around him, the driver and the stoker, the trunk hater with his express partner, added to those the two trusty boys who open the doors at each station, then close them with a cyclone effect as they make the earth tremble with their grand and never inexhaustible thunder-toned voice as they call out the different stations one passes through. He placed them in battle array in front

of the door where one of Missouri's border ruffians stood only waiting to pounce on his prey and relieve each passenger of his or her purse and the conductor of his torpedos and "drawback" check book. Their weapons were, although unique, still very effective, and at the first command "present arms," the engineer held out at arms' length the ever trusty coal hammer, the baggage master an old-fashioned shot gun, the express messenger two huge horse pistols signed "Express Co." but in the rear were the old veterans the heroes of 1812, his two trusty brakemen with a paper mail sack loaded with last year's sandwiches. Giving each their orders this valiant conductor made one dash at the door, it yielded to his Herculean effort. He raised one hand toward heaven exclaiming, "Boys, every one to the rescue!" and there in the hot stifled air of the saloon of the car sat a poor bare-footed, bare-headed, bare-backed, bare, bare, bare looking ten year old boot-black trembling with fear, and his face once black as ebony, now the same color as the once brave conductor Mr. Wm. Rhodes. Shame on the R. R. Company who fail to reward such heroic conduct of a valued and trusty employee, and at the head of the long roll of valiant heroes place the name of our friend Billy Rhodes of the P. D. & E.

E. H. B.

NASHVILLE, TENN., June 25, 1895.

EDITOR MONTHLY:—Since my last communication our secretary and treasurer, brother Latimer, has resigned, he having accepted the position of passenger agent at Atlanta, Ga., compelling him to sever his connection with our division as secretary, but still remaining a member. Brother M. L. Blanton has been elected to fill the unexpired term of brother L. While we regret the loss of brother Latimer, we are happy in knowing his successor is well worthy and will have the interest of the Order fully at heart. Brother Blanton has been secretary and treasurer of the Philadelphia Company for a number of years, and a better selection could not have been made. Rock City has now a membership of about fifty-five, and still increasing at every meeting. I will leave for Atlanta, Ga., Saturday morning, to participate in the organization of a new division there, having received an invitation from brother L. R. Carver. From all indications they will have a good attendance, as several of the brothers have signified a willingness to go with me.

Yours in P. F.,

R. C. COWARDIN.

COLUMBUS, OHIO, June 24, 1885.

EDITOR MONTHLY:—Chillicothe Division, No. 181, was organized at Chillicothe, Ohio, June 23, 1885. The special meeting was called to order at 10:25 a. m. By authority from you I had the honor to organize Chillicothe Division No. 181. I was ably assisted by brothers T. J. English and George W. Elwell, of Hollingsworth Division No. 100. The following named charter members were obligated: A. Brown, John Barns, E. K. Cleveland, M. Campbell, George Conner, George Dewey, John Evans, C. C. Grice, Riley Graham, George Hiterman, J. P. Irvin, R. M. Johnson, John Ropp, C. H. Kennedy, E. F. Murdock, W. B. McDonald and T. H. Taylor—seventeen in all, and more will follow. Special session was opened in form with the following brothers filling the chairs: D. G. C. C., H. P. Feltrow, D. G. A. C. C., Geo. W. Elwell, D. G. S. & T., T. J. English, Hollingsworth, No. 100; D. G. Sr. C., John Kopp, D. G. Jr. C., John Barns, D. G. I. C., T. A. Brown, D. G. O. S., C. C. Grice, Chillicothe, No. 181. The following were initiated, promoted and instructed in all the work of the order: E. K. Cleveland, Wis. Campbell. The election

of officers followed ; the following named officers were elected and installed for balance of year : John Kopp, C. C. ; W. B. McDonald, A. C. C. ; T. A. Brown, S. & T. ; John Evans, Sr. C. ; R. M. Johnson, Jr. C. ; Wis. Campbell, I. S. ; John P. Ervin, O. S. I have the fullest confidence in the members of this new division, and I can also safely say that they are regarded as a promising body of brothers, and evince a great interest in the future welfare of their new division. A nobler looking body of men cannot be found—they are old in the service and not one bears serious evidence of being crippled in the service. Yours in P. F., H. P. FELTROW, D. G. C.

THE ORDER IN PENNSYLVANIA.

We give the following extracts from an interesting article in the *Harrisburg Independent*, on "Railway Conductors," and regret that our space will not permit us to publish it in full :

"In 1877, when the great strike occurred, the Conductors and Brotherhood of Locomotive Engineers were severely censured by many for supporting the strikers. The Order, however, is entirely innocent of any such imputation, and desires to impress upon railroad companies that it is in co-operation with them and opposed to all manner and form of strikes, and any member engaging in a strike is expelled, as will be seen by a perusal of the following section of the charter :

"Should any brother be convicted of violating the obligation of either degree, or engaging in a strike, he shall be expelled without further action. The Secretary shall immediately notify the Grand Secretary of all suspensions and expulsions, giving date and cause, and when for drunkenness or engaging in a strike, shall notify the superintendent of the road on which the member is employed."

"Since the organization of No. 80 five other divisions have been organized in the Pennsylvania railroad system, all growing directly out of the Harrisburg division and numbering in all about 300. The order embraces both freight and passenger conductors. The objects and aims of the Order are exceedingly praiseworthy and no one can read the provisions of their charter and by-laws and not be impressed that too many such Orders cannot be formed. The following qualifications requisite to membership show that the organization is on a solid footing :

"No person shall be eligible for admission to the Order unless he is actually employed as a conductor on a surface railway and has had at least one year's experience as such, except as provided in section 4 article 3 of the constitution."

"No person shall be initiated by any division of this Order until he has filed a written petition in which the following questions are answered: Have you ever applied for admission to the Order of Railway Conductors before? If so, when and to what division? and is recommended by three members of the division receiving the petition, who shall certify that to the best of their belief he is a man of good moral character and will, if admitted, be a worthy member. The use of alcoholic liquors as a beverage shall be sufficient cause for rejecting any petition for membership."

"An Order which advocates principles, such as those enunciated above, must prove of great benefit to any community. Employees and employers are alike the gainers when men thus bind themselves together, and railroad conductors should one and all have no hesitancy in upholding their Order and inducing all who have not already enrolled themselves to do so immediately."

KEOKUK, IOWA, July 1, 1885.

EDITOR MONTHLY:—Pursuant to instructions I went to Jackson, Mich., and on Thursday, June 25th, Wolverine Division No. 182, was organized, fourteen charter members present. After the division was instituted an election of officers was held, with brothers F. D. Sayre, J. H. Cochran and J. P. Armstrong as tellers, when the following officers were elected and installed: Brother Jas. McKain, C. C., Pond Block, Jackson, Mich.; B. C. Cooley, A. C. C.; Thomas O. Doremus, S. & T., Jackson, Mich., L. S. & M. S. R'y; Jas. P. Armstrong, Sr. C.; I. D. Welcher, Jr. C.; J. E. Conklin, I. S.; Howard Leach, O. S.; J. H. Cochran, Correspondent. I wish to return my sincere thanks to the brothers of Battle Creek Division, who rendered such valuable aid on this pleasant occasion; also to brother F. Sayre, formerly of Division No. 129, who deposited his withdrawal card in Division 182 and is now a member of that division, and to *all* for the very generous treatment received at their hands. After completing the work at Jackson, Mich., I left at 9:50 p. m., June 26th, for Atlanta, Ga., arriving in Cincinnati at 7:35 p. m., dusty, tired and hungry, and was met by brothers J. R. Roberts and E. N. Agnew, of Division No. 66, with their wives, and brothers Dave Bridenstine and Wm. Hollingshead, of Division No. 38, all of whom had come via St. Louis. This whole party left for Chattanooga at 8:35 a. m., over the Cincinnati Southern railroad, brother Kelly, of Division No. 107, as conductor. We reached Chattanooga at 10:15 a. m., June 27th. Brothers Roberts and Agnew and their wives made a trip to Lookout Mountain, and while on the mountain were caught in a severe thunder shower. At 2:45 we left for Atlanta, Ga. Our party had been increased to nine, having been joined at Chattanooga by brothers Robt. C. Cowardin and R. M. Green, of Division No. 135. Master Cowardin was also of the party. It having rained all the way from Chattanooga to Atlanta, made this part of our trip very pleasant. Our genial and veteran conductor, Capt. J. C. Moore, did all he could to entertain us, making our trip a real treat, and to brothers Agnew, Bridenstine and ye scribe it was more than interesting, as we had participated in Sherman's Atlanta campaign twenty-one years before. At 8:05 p. m. we reached the "Gate City" of the south, and were warmly welcomed by that prince of good brothers, J. H. Latimer, of Division No. 135, now Southeastern Passenger Agent of the N. C. & St. L. R'y, who escorted our party to "The Kimball," a regular palace. After a good night's sleep we arose refreshed and ready for the work of the day. Upon consulting the hotel register we discovered the names of brothers R. E. Fitzgerald, C. C., and M. F. Compton, S. & T., of Division No. 3, R. G. Harris, C. C., Jackson Division No. 149, R. B. Stegall, S. & T., T. M. Mitchell, G. C. Dixon, Chas. P. Gulden, J. C. Frist and Peter Gorman, of Lookout Division No. 148. I forgot to state that brother Geo. D. Ferguson, of Division 140 also met us at the depot. At the "Markham" we found brothers J. T. Johnson, C. C., J. B. Henderson, W. M. Taylor, T. M. Dickson A. C. Dabney and A. C. Anthony, of Richmond Division No. 152. The division was then instituted and the election and installation of officers followed, with brothers Stegall, Johnson and Green as tellers. The following were elected: C. C., C. W. Mangum, corner Hill and Jones street, Atlanta, Ga., or W. & A. R'y; A. C. C., R. A. Broyles; S. & T., C. F. Marshall, 150 West Hunter St., Atlanta, Ga.; Sr. C., John P. Mays; Jr. C., H. G. Bradley; I. S., W. N. Johnson; O. S., Charles Morgan; Correspondent, H. G. Bradley. "Atlanta" was selected as the name—the number, 180. It would not be right to close without mentioning those from whom we received generous treatment. The St. L., K. & N. W., O. & M., C. N. O. & T. P., W. & A., N. C. & St. L., and

L. & N. railways all granting free transportation over their lines, some of them doing so by "bulletin notices," and to brothers I. D. Baldwin, Division No. 103, J. H. Rumbaugh, Frank E. Mattack and S. M. Mathews, of Division No. 107, Robt. Cowardin, of Division No. 135, J. H. Peebles, of Division No. 148, J. H. Latimer, of Division No. 135, Mead Stillwell, of Division No. 3, and to all others who in any way rendered our trip pleasant, and we return our sincere thanks. To brothers Fitzgerald, Johnson, Cowardin, Roberts, Compton, Stegall, Agnew, Greene, Latimer, Anthony, Mitchell and to all, for their fine work and assistance, I am under obligations which I fear I will never be able to repay. From the interest taken, I am sure "Atlanta" division has come to stay. All of which is respectfully submitted by—

Yours in P. F.,

L. R. CARVER.

EAST SYRACUSE, N. Y., July, 1, 1885.

EDITOR MONTHLY :—I had a conversation with a brother the other day and he advanced the idea that he thought that we ought to change our principles, so we could strike once in a while. He thought it ought to be done at our next annual meeting. Now, I don't know much about these matters, as I have only been a member but a short time, but it really seemed to me that it was a very peculiar view to take of the matter, as our Order has been built upon the non-strike platform, we have gone before the world and courted favor on that basis, and now have the confidence of all companies, and we have directed our Grand Officers to so tell all interested, that we professed to stand by it. Wouldn't it look bad for us to say, now we are strong, we propose to use that strength to force you to accede to our demands. Or in a word, are we men of our word or not? Do we mean what we say or not? I can not believe any of the members that advance these ideas know and consider their true import and the effect they would have on the standing of the members.

Yours in P. F.,

MEMBER.

EDITOR MONTHLY :—I have noticed for a long time and with feelings of pride the interest the ladies, (wives and sisters of the members of our Order,) take in our success, and I desire to ask, is there any way that we can give them an actual interest in our work? Now, I have attended one annual meeting of our Grand Division, and I can see no reason why we should not admit them during our working hours, setting aside a day for ritual work, and thereby interest and entertain them. It seems to me that it would be a good thing for us to do. I would like to hear the views of others on this subject.

Yours in P. F.,

PROGRESS.

A colored gentleman appeared before the Civil Service Examining Board in Boston the other day, and wished to be examined for a position as letter-carrier in the postal service. "What's your name, sir?" asked the examiner. Sambo gave the examiner his name, age, place of residence and his previous occupation. "Now, Sambo," asked the examiner, "have you ever studied geography?" "Yes, sah!" said Sambo. "Well, then, tell me how far it is from Boston to Shanghai?" "Fo' God, sah," replied Sambo in amazement, "you doan 'tend to put me on dat route, does yer?" and Sambo retired in utter amazement at the possible requirements of the postal service.—*Boston Post*.

Railroad Rumbings.



—AN OLD CONDUCTOR'S HISTORY.—Mr. Andrew Quintin was born in Bucks county, Pa., May 26, 1816. In 1825 his father, Thomas Quintin, removed to Philadelphia. In 1834 young Andrew decided to learn the trade of house-carpenter, and, being determined to master the pursuit, he attended drawing school and the lectures of the Franklin Institute. In the following year he devoted himself to his chosen trade under the care of a practical house-carpenter and joiner. After making considerable progress his health failed, and he was employed by the Philadelphia & Trenton R. R. Co. as an omnibus agent and occasionally as conductor on the road, and in assisting his father, who was superintendent of the road from 1834 to 1848. In 1838 he was engaged to act as conductor of the Easton Line, by horse car from Third to Willow streets, Philadelphia, to Trenton, thence by stage coaches to Easton; and later, between Bristol and Trenton, connecting with steamboat at Bristol; this being the first line exclusively used for way passengers. In December, 1839, he commenced to run the line between Trenton and Philadelphia by locomotive, via Bordentown and Camden, and without intermission continued in active service as conductor of passenger trains between Trenton and Philadelphia up to the present time. In a life of such long continuous service as Mr. Quintin's, many incidents and interesting anecdotes abound. In the olden time the cars were entered from the side and planks ran along the side of the car, on which the conductor took the fare, in a similar manner to the summer cars on the city railway. The locomotives burned wood and were hardly capable of making more than twenty miles an hour. Mr. Quintin's "Tickets, please!" has been sounded in the ears of Presidents, statesmen, generals, foreign dignitaries, potentates and hundreds upon hundreds of thousands of less notable members of the human family. His integrity was a part of his nature. He was a terror to bummers, dead-beats, and a certain respectable class whose chief ambition in life is to beat a railroad company.—*Trenton Times*.

—The engineers on the N. Y. C., & H. R. are having lots of fun with the new "flyer," as it's almost impossible to make the time, and several prefer a slower train.

LIST OF PATENTS.

For inventions relating to Railway Interests, bearing date June 16, '85, reported expressly for the MONTHLY by Louis Bagger & Co., Mechanical experts and Solicitors of Patents, Washington, D. C.

- 320,412, Car axle box—E. B. Strong, Detroit, Mich.
 320,382, Car axle lubricator—I. Frechette and C. L. Girard, St Hyacinth, Quebec, Canada.
 320,382, Car axle lubricator—R. Munro, San Francisco, Cal.
 320,351, Car brake—L. H. and J. J. Hebert, St. Johns and St. Henri, Quebec, respectively.
 320,335, Car coupling—M. Cramer, Whitewater, Wis.
 320,337, Car coupling—E. W. Davis, Geneva, Minn.
 320,062, Car coupling—J. J. Hogan and R. A. Miller, Galveston, Tex.
 320,152, Car coupling—R. A. Merrow, Farmington, Me.
 320,338, Car coupling—T. B. Nutting, Sr., Morristown, N. J.
 320,314, Car coupling—F. A. Westbrook and W. S. Clark, Port Jervis, New York.
 320,239, Freight car door fastening—G. A. Germond, New York, N. Y.
 320,092, Electric car—A. Reckenzaun, London, Eng.
 320,390, Railway car safety device—S. Pedersen, Chicago, Ill., and T. Sernendinger, Phila. Penn.
 320,368, Railway car spring seat—R. T. Lehdorff, Detroit, Mich.
 320,088, Car starter—M. Potter, Syracuse, N. Y.
 320,355, Railway car tag holder—G. W. Haggett, Chicago, Ill.
 320,246, Car wheel—J. B. Hansell, Sheffield, Eng.
 320,177, Closet for railway cars—J. Schaeer, Jersey City, N. Y.
 320,183, Locomotive ash pan—W. W. Slocum, Jr., Reed City, Mich.
 320,156, Car truck—C. L. Morchonse, Brooklyn, N. Y.
 320,183, Locomotive ash pan—W. W. Slocum, Jr., Reed City, Mich.
 320,055, Electric locomotive—J. Weis, Jersey City, N. J.
 320,354, Locomotive steam dome—C. B. Hodges and E. McCoy, Detroit, Mich.
 320,113, Railway gate—F. L. Bair, East York, Penna.
 320,231, Railway cross tie—E. D. Dougherty, and G. B. Bryant, Phila.
 320,289, Electrically actuated railway system—F. L. Pope, Elizabeth, New Jersey.
 320,263, Railway track scraper—H. M. Littell, St. Louis.
 320,156, Car truck—C. L. Morehouse, Brooklyn, N. Y.
 320,011, Car truck—G. Souther, Boston, Mass.
- BEARING DATE JUNE 23.
- 320,855, Car axle—C. Decker and A. Twombly, Pullman, Ill.
 320,573, Car brake—W. H. Mason, Everett, Mass.
 320,767, Car coupling—N. B. Eccleston, Oxford, N. Y.
 320,669, Car coupling—J. E. Mazelin, Baltimore O.
 320,702, Car coupling—J. A. Rose, Plymouth, Pa.
 320,775, Fluid car—J. R. Gathright, Jeffersonville, Ind.
 320,502, Machine for forming car followers—H. Rhyn, Cincinnati, O.
 320,864, Locomotive cow catcher—J. Fleck, Louisville, Ky.
 320,657, Locomotive pilot—F. B. Hoesl, Buffalo, N. Y.
 320,601, Railway carriage—J. E. S. Thornhill, T. Forknall and E. Thornhill, of Beswick, Fairfield, and Ordwick, county of Lancaster, Eng., respectively.

- 320,679, Electrical railway—W. Painter, Balto, Md.
 320,827, Railway gate—G. W. Way and A. F. Hill, of Portland and Deering, Me., respectively.
 320,639, Fastening fish plates in railway rail joints—T. A. Davies, N. Y.
 320,641, Fish plates for railway rail joints—T. A. Davies, N. Y.
 320,640, Fulcum metallic spring washer for rail way rail joints—T. A. Davies, N. Y.
 320,638, Securing fish plates to railway rails—T. A. Davies, N. Y.
 320,869, Construction of railway tracks—T. H. Gibbon, Albany, N. Y.
 320,900, Railway switch—D. H. Valetine, Brooklyn, N. Y.

—HE HAD BEEN A PORTER.—“You have the worst managed office!” remarked Mrs. Gimlet to her husband as she picked up a newspaper and fanned herself vigorously. “How so, my dear?” inquired Mr. Gimlet. “It is either hot as an oven or cold as a refrigerator. No wonder you have rheumatism. Why don’t you have things changed? Discharge your janitor.” “Why discharge him? It isn’t his fault. It’s his misfortune. He can’t help it.” He was a porter on a sleeping car for over twenty years.”
 --Puck.

—Paris is to have a system of elevated railways. It will be eighteen miles long and cost \$10,000,000. The structure will be composed of two tracks, one above the other, on an iron frame. The whole will be fifteen meters from the building line, and vibrations will be guarded against by special appliances. The trains will be composed of three American cars, each fourteen meters in length, and two platform or open cars. They will run every five minutes for seventeen hours each day, and will have branches connecting with the several railway stations.

—THE SELF-POSSESSED BAGGAGE SMASHER.—The scene is laid at Reno, upon the arrival of the eastward bound overland train. British Tourist—“Aw, baggage-mawster, look ’ere, I want me bawth, you know.” Baggage-man—“Want your bath? I ain’t got no bath.” B. T.—“Oh, yes, you know. It’s hover there in one o’ me boxes, you know. ’Ere’s the brasses.” [Tendering the baggage checks]. B.—“Where are you going?” B. T.—“Hi’m going to New York, you know.” B.—“Well, you can’t get at that baggage now.” B. T.—Ah, but I must you know. I must ’ave me bawth. Hi’m the son of a duke, you know.” B.—“Don’t make no difference. If you was the son of a gun, you couldn’t get at that baggage now. [Exit British tourist in horror].—Ex.

—That was a sharp repartee of Charles E. Pugh’s, in the days when the General Manager of the Pennsylvania Railroad ran a train between Pittsburg and the East. He was annoyed by a trio of Englishmen who persisted in standing on the platform. “Gentlemen,” said young Pugh, “you must come inside. Passengers are not permitted to stand on the platform.” “We prefer to stand here,” said one of the tourists, haughtily. “The company prefers you to stand inside.” “We don’t care what the company prefers.” “The rules are imperative. You must go inside.” “Suppose we refuse?” “Then—” and the eyes of the conductor flashed ominously—“then I shall put you in.” The trio looked at the brass buttons and the blue coat, and then at the determined face. “We’ll go in,” said the spokesman, “but it’s a beastly h’outrage. Beastly country, this, where a man can’t do as he likes on a train.” The conductor smiled maliciously. “Nearly as bad as being locked in an English coach,” he retorted. The tourists only scowled.—*Pittsburg Chronicle-Telegraph*.

Scientific and Mechanical.

BOILER EXPLOSIONS.

We open our new department with a discussion on boiler explosions taken from the Cedar Rapids *Republican*. The immediate cause of the discussion, was the explosion of the boiler of a little steamer, which resulted in the death of two persons. The coroner's verdict condemned the boiler and steam gauge as unreliable and defective, the *only evidence before the jury* in regard to them being the following:

"When the gauge indicated seventy pounds of steam it is my opinion the boiler was carrying 125 pounds. By stopping there, and the steam accumulating, and the safety valve lifted, and the steam escaping so much water leaped immediately into steam as to cause the explosion. The boiler had stood one trip at that pressure and I supposed it would stand another, yet I did not consider it safe. Think if Dean had trusted to the safety valve rather than the gauge, there would have been no explosion—or bought a new gauge, in either case it would have been all right."

The daily papers gave the usual "low water" cause.

EDITOR *REPUBLICAN*:—I find in your account of the explosion of the boiler of the steamer Denman, "it would seem that the boiler must have been defective, as it is alleged that the boiler had plenty of water in it when the explosion took place."

I wish to say first, that I am entirely unacquainted with any person connected in any way with the management of the steamer, and this is not written to excuse any neglect that there may have been, but I am surprised that the *REPUBLICAN* will use language that intimates that boilers are exploded for want of water.

I believe that the investigation will show that the boiler of the Denman was all right, and that there was plenty of water in it. However, it is not of the Denman's boiler, but of explosions, that I wish to say a word. I make the assertion, without fear of successful contradiction, that low water has never exploded a single boiler.

The *REPUBLICAN* will doubtless remember that a few years since a scientific commission, appointed by the government, expended quite a large appropriation trying to explode a boiler, and they utterly failed. Their experiments were made at Sandy Hook, I think, and they tried every device known to explode a boiler, two of the tests consisting in heating boilers red-hot and then pumping cold water into them, the result being that when the strain became too great, they gave way in the weakest part, just as a safety valve opens when the pressure exceeds a certain point, and just as the crown sheet of a boiler will give way after being burned, because it is then weaker than the safety valve.

It is a well-known fact, too, that new boilers explode just as frequently as old ones, and it is also a fact, perhaps not so well known, that it is not always the weakest part of the boiler that explodes. I remember one case where a locomotive boiler exploded blowing out through the "wagon-top" when the bottom of the boiler was so worn that a blow with a machinist's hammer ruptured it. Another noticeable fact is, that with very few exceptions, boiler explosions follow the opening of the safety valve or throttle.

Many theories have, at different times, been advanced to account for

explosions, but the "low water" theory was long since "exploded" itself.

The latest, and I believe the correct one, is that of Frederick Lawson, I think the name is, which is that the water in the steam boiler, under the pressure of the steam above it, holds a large amount of "latent heat," and that upon the sudden reduction of the steam pressure on the water, by opening the safety or throttle valve, this "latent heat" is released and instantaneously forms steam, producing a sudden and very great increase in the pressure, resulting in explosion.

Whether his theory is correct or not, Mr. Lawson succeeded in doing what the scientific commission could not. He exploded boilers when experimenting, and further no one has yet been able to explode the "Lawson boiler."

In the case of the Denmans' boiler the account says that after stopping opposite Bertram, the steamer "had scarcely got well out into the river" when the explosion took place.

It is not likely that anyone will ever know just what took place, but is it not natural to suppose that as usual in such cases, the person in charge of the engine opened his throttle valve slightly, working his engine "light" until the boat got her course in the river, and that he then opened it wide, suddenly decreasing the pressure on the water at the point where steam was taken from the boiler, allowing the "latent heat" to develop itself, thus causing a sudden blow on that part of the boiler, similar to the explosion of a charge of some high explosive? I believe that in this case investigation will show the boiler to have been ruptured at or near the point steam was taken from it.

This is not written to advertise Mr. Lawson's patent, and the REPUBLICAN is entirely at liberty to omit that gentleman's name if it chooses.

Since writing the above I have read in the GAZETTE, an account of the inquest, and find that the boiler exploded while the boat was standing still; that the opening of the safety valve, according to the testimony of Thomas Lahue, was immediately followed by the explosion.

In my opinion, it is hardly fair to condemn the boiler and steam-gauge from the evidence given and without any test, for although probably the gauge is past testing, there certainly must be enough of the boiler left for that purpose, and the fact of its being an old one does not necessarily condemn it.

The gauge is pronounced unreliable on the testimony of one man who merely thinks it was not correct. Ordinarily when a steam gauge is incorrect, it shows a higher pressure than there actually is. Mr. Lahue says he thinks "if Dean had trusted to the safety-valve rather than the gauge, there would have been no explosion." How trust in the safety-valve would have bettered matters, under the circumstances, is beyond my understanding, as I know of no way to tell anything about the pressure on a boiler by its safety-valve until it "blows off" and in this case that was a little too late. If the valve was set to blow off at 125 pounds, Mr. Lahue has some foundation for his belief in the incorrectness of the gauge. However, as high pressure boilers that have been tested to three hundred pounds frequently explode when but sixty or seventy pounds is shown by the gauge, I believe, in the absence of further evidence, that both boiler and gauge are innocent, and that the cause of the explosion was, want of judgment in firing, caused by ignorance of the various properties of heat, water and steam.

W. P. DANIELS.

EDITOR REPUBLICAN :—In answer to the article written by W. P. Daniels,

and called "A Scientific View of Boiler Explosions," I will write a practical view of boiler explosions. In the first place, how do we or any one know there was enough water in the boiler of the ill-fated steamer *Denman*, as the men are both killed by the exploded boiler? I am not at all surprised that the *Republican* will use language that intimates that boilers are exploded for want of a proper amount of water. I know that the record of the old boiler that was exploded will not stand the proper inspection, and more than that, would not be allowed to be in use if the United States inspector was called in to inspect her old plates. The boiler was first used in the old shop of the Star wagon works located near the Dubuque house years ago, then it was purchased by a Mr. Brown and used in Brown's Mills for drying purposes, and used for sawing wood and other purposes since. And after laying around all these years in a state of corrosion working upon its already old plates and weakening the fibres of the metal, it was taken into the shop and remodeled and cobbled up and a coat of black paint, and she is all right, and then given 100 pounds to the square inch. Is it any longer a mystery that she blows up and human life is taken in her destruction! Now a few words about the explosion of steam boilers. There is but two causes of boiler explosions. First, and the most dangerous one is the lack of water to cover the flues, tubes or crown sheet, and they become overheated, and then in their hot and expanded state throw water upon them, and the contraction is so sudden that the tubes or flues collapse, or the crown sheet will be cracked, thus causing a weak place in the boiler, and she is immediately blown to atoms, causing death and destruction in her pathway. And, friend Daniels, is this pressure beyond her capacity? I call the cause lack of water to keep the fire-exposed metal the same expansion as the rest of the metal which is protected by the water remaining in the boiler. Now, for instance, a boiler may be heated to a red heat and perfectly dry, and be allowed to cool off by degrees and not take or sustain any great injury. But it must cool gradually. And when any one gets it into his head that the "low water" theory has exploded itself, let him make his will and take a small boiler out into the woods, away from any settlement, and get her hot and then pump in his cold water. But before he gets her hot he must have water enough to raise steam to a pressure in her and then think of your eternal home and fire away.

The second cause is incapacity to carry the required amount of pressure to do the required work for her to do. I will mention some of the causes : 1. Lack of proper workmanship in the construction ; not properly stayed with stay-bolts and rods, and not careful in preparing the rivet holes and the rivets not filling the holes before riveting. 2. Flaws in plates. 3. By opening the furnace door to allow it to suddenly cool off in order to keep the steam from escaping through the safety valve, which has a tendency to harden the fire sheets and in time cause them to crack. 4. Neglect to keep the boiler clean from sediment and scale, which if allowed to accumulate will soon burn the sheet, and which often proves fatal, and numerous other causes I could mention, but will not take up the time of the reader, as I think enough has already been mentioned to show why a boiler is not able to stand the test of a working pressure, and thus blow up. Of these two great causes, to the first I will say it can be avoided by placing your boilers and engines in the hands of competent engineers, with the proper papers of license issued by the board of examination of the United States, and to avoid the second have your boilers thoroughly inspected at least four times a year by a regular boiler inspector. It pays to handle this great power with caution. The above I have written with the knowledge of the subject,

tempered by ten years of practice and hard study as an engineer.

Yours truly, GEORGE F. FINKHAM, Coe College.
Cedar Rapids, June 17, 1885.

EDITOR REPUBLICAN :—I am not an engineer in any sense of the word, and only make statements as a "layman," although I have had more or less experience with boilers for nearly twenty years, and during that time have given the matter of explosions some little attention.

In your issue of this morning, George F. Finkham asks, first, "How do we know that there was water enough in the boiler of the Denman?" What little evidence there was on that point at the inquest, was to the effect that there was plenty of water; but I am free to admit that I don't know, and that the water may have been low, but it does not follow, if it was low, that that caused the explosion. Second, He "knows that the record of the boiler," etc. Now if this testimony in regard to the boiler had been given at the inquest, there would have been ground for the verdict that the boiler was "unreliable;" but I still insist, as in my former letter, that from the evidence taken the verdict was unwarranted. Third, "There are but two causes of boiler explosions," "lack of water to cover crown sheet—then in their hot and expanded state throw water upon them—the boiler is immediately blown to atoms," etc. Now this is simply the assertion of an opinion without a particle of evidence, and in reply would say that I was on a locomotive when the crown sheet and two rows of flues were uncovered, heated red hot, and water pumped on them, and there was no explosion, so I think I am safe in saying that the "low water" theory failed once at least; further, there has been within the last ten years, two cases (perhaps more) on the B., C. R. & N. railway where the crown sheet has been heated red hot, water pumped on it and no explosion. This much for cases at home, and I can cite almost numberless cases by taking time to look them up. If Mr. F. will give some reasonable excuse for these boilers failing to do their duty by not exploding as they ought, his assertion that they *will*, may have some little weight. The United States commission did exactly as Mr. F. suggests; they took six boilers, big as well as little, not exactly into the woods, but out on the sands, built themselves a "bomb-proof" retreat and heated their boilers as hot as fire would heat them and under all the conditions they could devise, without any water, with little water, with enough water and with too much water, also pumping water into them under all conditions from cold to red hot, some of them with safety valves and some without, but their boilers were all unruly and would not explode. Why?

That "low water" is once in a great while the indirect cause of an explosion is perhaps true, but it is in this way the water is allowed to get low, and the plates damaged slightly and at some future time give way, that even this is the case is only conjecture and it is not susceptible of proof.

That allowing "scale," as the deposit in boilers is usually called, to accumulate, damages the boiler, is true; that it causes explosions, no; and in proof, I would say as before, it is not usually the weakest part of a boiler that explodes. A horizontal boiler, with but few exceptions, blows out through the top. When is that part of a boiler burned or injured by deposit? The so-called explosion of the B., C. R. & N. locomotive at Ely, not long ago, was caused by faulty construction, as near as I can learn; but that, although fatal in its effect, was not properly an explosion, the "stay bolts" giving away and allowing the crown sheet to be pressed down. New boilers are almost universally tested by hydraulic pressure, and sometimes beyond their capacity; the weakest part gives away, just exactly as it does when

the steam pressure is steadily increased beyond the capacity. Why do not boilers explode under the hydraulic pressure?

To cause an explosion, whether by powder, dynamite or steam there must be a sudden blow, and the portion of the boiler that receives the full force of the blow, in a steam explosion, is the place that gives away first, whether it be the strongest or weakest.

I cannot spare the time, nor the *Republican* the space to pursue the subject, and until Mr. F., or some one else, gives us some proof that there has ever been an explosion caused directly by "low water," I shall not admit that my assertion is successfully contradicted. I am well aware that he can find "verdicts" giving the cause as "low water," but I have never yet seen a single one where the evidence has warranted it, it always being founded on evidence something like that on which the boiler of the Denman was condemned; some one "thought," perhaps, there was not water enough. Let us hear from you again, Mr. Finkham, but give us something besides empty assertion.

W. P. DANIELS.

EDITOR REPUBLICAN:—Many theories have been advanced to account for the sudden explosion of boilers, such as a spheroidal condition of water, accumulated pressure, incrustation, deficiency of water, collapsing, bad management and faulty construction. The first three are plausible theories. There can be no doubt that the majority of boiler explosions have originated in excess of pressure, the steam generated to cause that excess arising from several of the circumstances mentioned above.

The spheroidal condition of water: If a drop of water be thrown on a very hot plate, as the top of a cooking stove, it will immediately assume a spheroidal shape and roll about the plate, while if the plate be but warm, the water will spread on it and soon evaporate in steam. In the former case the small spheres of water do not even reach the boiling point, for between them and the hot plate are small cushions of steam which buoy up the spheres and keep them from coming in contact with the hot plate. Each sphere, as it were, projects from its surface vapor, which repels the hot plate; but the moment they spread abroad upon the hot surface they disappear as steam. That steam in considerable quantities may be thus found can be easily demonstrated by experiment. Take for illustration, say a copper vessel with a small glass tube passing through the cork in the neck, place it under a spirit lamp, when the vessel is heated pour a little water into it, which will immediately assume a spheroidal shape, the small quantity of steam developed while it remains in that state passes through the tube, but remove the lamp and allow the vessel to cool sufficiently, the water loses its spheroidal form, spreads over the copper, and a large quantity of steam is thus developed, enough to drive the cork out with great violence. Apply this to the case of boilers. It will be seen that if from lack of feed the water should assume a spheroidal state, then an explosion must inevitably follow, for as the surface cools and the water spreads over the plates, a larger amount of steam is developed than can pass the safety valve.

Deficiency of water: From what was said as above on spheroidal condition of water, it is possible that from lack of a due supply of water that the remainder left in the boiler will assume spheroidal form, which must result when the heat decreases in an explosion. Such a result can hardly be brought about if the least attention be paid to the water cocks, the feed pump and the glass water gauge. Sufficient water must always be kept in the boiler to cover every part in immediate contact with the heat. Should these parts get hot as mentioned above they lose five-sixths of their strength,

and only one-sixth of the ordinary strength of the boiler will be an insufficient safeguard against an explosion.

Mr. Colourn's theory of boiler explosions can hardly be called a theory, but rather a way to account for the large amount of mischief that a boiler explosion creates. He says that boiler explosions take place at but little above ordinary pressure by the rupture of a defective joint close to the water line, this defect being generally caused by defective workmanship, bad material, corrosion, general thinning, pitting, furrowing, or from flaws or fracture, etc. That as soon as the rupture takes place immediately part of the steam escapes instantaneously as the pressure is taken off the boiler water, the large store of heat (I suppose we may call this latent heat) in this water above boiling point generates a large amount of steam, which is at once disengaged. This large body of suddenly formed steam forces off the upper sheet of the boiler and causes all the mischief that follows. So that the mischief was not done by the steam that was in the boiler at the moment of explosion, but by that which was created during the explosion.

The creating of steam takes place throughout the instant of explosion, its elastic force gradually diminishing till the water reaches 100 degrees centigrade or 212 degrees Fahrenheit. From careful investigation it has been stated that the explosive energy in every cubic foot of water in a boiler at 60 pounds pressure is equal to that contained in a pound of ordinary gunpowder. I have only touched on a couple of the most important points mentioned, but the others could be followed with as much interest.

Yours truly, ROBERT MILLS, Engineer at Packing House.

EDITOR GAZETTE :—Since the recent discussion in regard to the cause of boiler explosions, I have written to J. M. Allen, president of the Hartford Steam Boiler Inspection and Insurance Company for his opinion. I have frequently been asked about the matter, and have my own opinion in regard thereto, but have never had any personal experience with explosions and have no desire for any. Mr. Allen's opinion, however, will no doubt be of interest, and I submit it to you herewith.

Yours truly, C. J. Fox, Supt. C. R. Water Co.

Mr. Allen says: "The low water theory is a prevalent one, but there is no evidence going to show that it is the direct cause of boiler explosions. In 1835 the Franklin Institute of Philadelphia made a series of experiments for the purpose of deciding the question. They heated the boilers red hot and discharged cold water into them but did not succeed in exploding them. The sheets were badly burned and contorted and the joints strained, but no explosion followed. The commission appointed by the U. S. Government made similar experiments at Sandy Hook in 1874, but were unable to explode a hot boiler by injecting cold water into it. Similar experiments have been made in other countries but the unanimous verdict has been that boilers did not explode from low water.

"That low water may be the indirect cause of boiler explosions I have no doubt. A boiler may be burned and so weakened as to be unsafe at ordinary pressures. When the water becomes low in a boiler the fireman or water tender may try to cover his carelessness by setting his pump at work vigorously to fill the boiler to its proper level of water. Now it will be seen that the water may have been low enough to have burned the plates and greatly weakened the boiler, hence filling it up and driving it at the usual pressure would sooner or later develop the weakness and very likely result in disaster. The fragments of such a boiler would show overheating and a coroner's jury would very likely come to the conclusion that the cause was

low water. When we speak of low water as the cause of boiler explosions, it is generally understood that the water has been so low as to expose some of the fire surfaces and that the introduction of feed water striking these over-heated surfaces instantaneously flashes into steam and causes an explosion. There is no evidence to sustain such a theory. But water low and so long down as to burn and contort or buckle the plates and strain and weaken the joints may result in accident from inability of material and joints in their weakened condition to withstand for any great length of time a subsequent working pressure. Though in such a case we should expect the boiler would leak and show such evidence of distress that no prudent man would continue in the use without having it thoroughly overhauled and repaired if it was not entirely ruined. There are circumstances where in my judgment a boiler may explode from low water. Boilers having large flues, 20 or 24 inches in diameter, if running at high pressures may, from deficiency of water have a portion of the flues exposed. These exposed portions would become highly heated and softened, and hence be unable to withstand the pressure of steam. Collapse would most surely follow and the great disturbance caused within the boiler running at the pressure named, and the breaking of the flue, allowing steam to escape, would so disturb the equilibrium that explosion of a serious character would no doubt follow. But it must be remembered that the introduction of feed water would not be necessary for such an accident. The collapse of the flue alone would be sufficient. The cause of boiler explosions are numerous, and can generally be solved by careful and pains-taking investigation. I am no believer in "mysterious agencies" as the cause of boiler explosions. There is always some good and sufficient reason for such accidents, and it is old and neglected boilers or cheap and poor material and workmanship, or inefficient or careless management."

SCIENTIFIC—VERY.

EDITOR MONTHLY:—Will you please inform me through the columns of the MONTHLY, who Hoyle was, whose name we hear every day and usually quoted as authority on a multitude of subjects? A reply will oblige numerous readers.

VINDEK.

ANSWER:—Mr. Hoyle was a learned scientist who flourished about A. D., 640. He first distinguished himself by the invention of a machine for recording the speed of railway trains. He was born on the banks of the Chemung Canal and at the early age of 15 published a book of rules for the games of Blind-man's-buff, Pussey-in-the-corner, etc. If this is not correct, the MONTHLY don't know.

—DRINKING ON A RAILROAD TRAIN.—John L. Bair was the plaintiff before Judge Arnold yesterday in a suit to recover damages from the Pennsylvania Railroad Company for an alleged illegal eviction from one of the company's trains. In February last Bair was a passenger from Philadelphia to Gap Station. The testimony showed that he and two companions were drinking and carousing on the train to the annoyance of other passengers. Judge Arnold, in charging the jury, said that people who drank whisky in railroad cars must take the consequences; that the evidence convinced him that the three men were drunk and disorderly, and that the conductor would have been justified in throwing them out through the window if necessary. The jury found a verdict in favor of the railroad company without leaving the box.—*Philadelphia Record.*

For which verdict the jury merit the applause of humanity everywhere.

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

C. S. WHEATON, Editor.

BLACKLIST.

Inasmuch as we have been asked to define the position of the MONTHLY on the "blacklist" question, we wish simply to say, the MONTHLY supports the position outlined for it by the Grand Division. That position, as understood by every member of the editorial staff is, briefly: That a *proper use* of the "blacklist" is necessary to all secret societies as well railway companies. That the practice of "following," as it is generally designated, *as a rule*, is deserving of only censure. That the practice, in many cases, works injury to innocent persons; that in other cases it prevents men who have made a single mistake, from obtaining positions in their chosen calling, though, perhaps, as has been often urged, the lesson taught by the mistake would have made them the best of men. And finally, that in some cases it prevents the reformation of men, thus doing an incalculable injury to society at large.

The MONTHLY further believes that there are occasionally exceptional cases, (proving the general rule,) that deserve the severest punishment that can be inflicted. That the man who is *maliciously* criminal, using all his energy and talents to wrong and defraud his fellow man, showing no sign of repentance, and that the man who is an habitual drunkard, making no effort to reform, should be "blacklisted" and "followed" until they are made to understand that they are Ishmalites, with every man's hand against them, until there is some sign of genuine repentance and reform, when one and all officially connected with the MONTHLY will stand ready to "lend a helping hand."

We fully understand, and it cannot be gainsaid, that the "blacklist" may, in unprincipled hands, be made a powerful engine of abuse and personal spite, and that it has been so used in the past is beyond question. The MONTHLY stands ready to vigorously denounce every such case that is brought to its notice with reasonable evidence in its support, without regard to the position of any person connected with such abuse.

GALESBURG, ILL., June 9, 1885.

EDITOR MONTHLY:—I was only too glad when I opened your letter at 7 p. m. to-day to find it contained what I longed to see, an explicit and definite definition of what the columns of the MONTHLY mean to convey on the subject of blacklisting, and although it seems to me that every reasonable thinking person could but understand the position of the editor, and feel that it was not for *offense* but *defense*, still it appears that many regard the magazine as the special endorser of the blacklisting system, and the view of the matter as outlined by you I heartily concur in, and were it not that by simply signing my name that you might well suppose I had no views of my own on this important subject I would have written E. H. B. and that would have ended it; but no one is a fitting person to be associated with the columns of this or any other periodical without he is prepared to

state his views in a consistent manner, either pro or con upon any subject on which he is asked to give his opinion, else there had better be no associate representative in any branch of the Order. And now to the subject. The manager and editor are not only excusable for doing so, but in not doing so, are guilty of negligence if they omit to blacklist, or you may call it publish, or whatever you may for these reasons. But first let me cite a few examples. You are a man standing fair in society in your community. A worthless vagabond who has nothing to lose, and everything to gain, thinks by imposing on your goodness by circulating false reports about you, injures you in your business, injures your character, injures your family; must you submit? No sir! He has blacklisted you, has he not? Then blacklist or publish him to the end that he has injured you, and let your neighbors, yea, the country know if need be, that he is a blasphemer, so that you will never suffer again from his lying tongue.

A man joins the Order of R. C., he is not forced in; he has read the constitution, he has perused the by-laws, he has heard the obligations. If he has one grain of common sense, he knows what they mean. He gets drunk once, twice, perhaps three times. Blacklist him? O no, sir, far from it; go to him as a brother, reason with him, tell him where it will bring him to, ask him to do better. A brother lies about you, blacklist him, publish it to the world? No sir! A brother leaves the home he has sworn to protect; give it to the world? O no! But when, after all your persuasion, he becomes a habitual drunkard; after all your entreaties and your division, he heaps lie upon lie; if after leaving his family, he apes the part of a brute and seeks congeniality with the swine of humanity, then it is time to protect yourself, and your society, and the ends to accomplish must be justified by the means he has used for your downfall, or the opprobrium he casts on the society to which he belongs. You may term it blacklisting or whatever you may, but then something must be done. It is not the accidental transgressor who cries mercy at every breath; it is the guilty, hardened sinner or culprit who has long since forgotten to even lend a listening ear to the tones of justice, and right, of kind advice, and good brotherly treatment. Do we want, aye, do we need any plainer evidence of this kind than we have had even in the short time I have belonged to this Order? And had we no remedy, yea did we use none, every scallawag in christendom would be seeking admission to the inside circle of the O. of R. C. Do not push anyone who can be saved; do not stick to anyone to bring about his ruin or downfall. Cling to a brother one day, two months, three years, yes, forever, if he will try and save himself. But when the grace of God, and his own honor run out, and he is bound to ruin himself and you too, then for God's sake take the initiative, and save the Order just as you would save yourself. If a brother of the Order, strengthened and supported by 7000 brothers cannot lead a life within the pale of its obligations, then let the brother go, but save the 7000 by any stratagem needed, for lies travel faster than truth. One bad man in a moment of time undoes the work of a hundred good ones after years of hard toil and labor.

Excuse, Dear MONTHLY, these thoughts; you asked me for them, simple as they are. I have given them to you as fast as my pen would move to write them. I beg pardon for the use of your time, my brother. It may give you a thought, if not, there is no harm done while it remains in your keeping. I am, as always, your brother in P. F.,

E. H. B.

RAILWAYS AND CONDUCTORS.

There seems to be a marked effort on the part of some of the so-called champions of railroad employes to antagonize the various branches of the service, and much of the effort has been directed at the Conductors. We desire to call attention to a few facts that have developed in the past few years.

The seventh annual meeting of the Order (then the Conductors' Brotherhood) was held in Atlanta, Ga. After it had closed, the delegates and visitors were tendered the courtesy of a trip to Jacksonville, Savanna, and other southern points of interest. The eighth annual session was held in Omaha, Neb. At its close, the party of one hundred or more were tendered, accepted and participated in a grand excursion with free sleeping cars to San Francisco and return. The ninth session held in Elmira, N. Y. participated in an excursion over the Lehigh Valley railway to Mauch Chunk over the famous switch-back, thence to New York, Niagara Falls, Jamestown and Chautauqua Lake. The tenth session at Chicago enjoyed a trip to St. Paul and Minneapolis. The twelfth session convened at New York City and the party enjoyed many excursions in and about the city through the kindness of the railway and steamboat companies. The thirteenth annual session met at St. Louis, Mo., and all ought to remember the Texas trip, 2,333 miles via special train. The fourteenth annual session met at Buffalo, N. Y., and the railway companies of the state of New York and Ontario entertained the Order elegantly. The fifteenth session was held at St. Paul, Minn., and all enjoyed a trip to the Northwest; nearly 3,000 miles was traversed via special train. The sixteenth annual session convened at Kansas City, Mo., and a special train of eleven cars filled with a party of two hundred and sixty visited the Rockies. The seventeenth session met at Boston, Mass., and all will remember the many kind courtesies extended while there. On these occasions the Order has had free transportation to and from the annual meetings, except in rare cases, and in each of these, it was as much the fault of the individual as the company.

Now we find that these courtesies have been tendered the Order of Railway Conductors by the highest officers in the railway service. Further than this, during our official career, we have had occasion to interview many of these gentlemen officially on matters of interest to conductors, and have been treated in a gentlemanly manner in every case. Every concession asked for has been made. In the face of all these facts, is it reasonable or right for us, who claim to be gentlemen, to berate and condemn the very men who have treated us as an Order so kindly?

Can we, as an Order, afford to treat these men in any other than a courteous manner? If we have grievances, let us go about their settlement in a gentlemanly way; not rush into print condemning them unstintedly for that which they are perhaps not aware of, as has been the case in the last year. How would you like it if you were dismissed on account of your connection with the Order? Yet there are those who are willing to condemn men in authority without a hearing, but you do not want it done in your case—O no! Let us be consistent then, and give all a fair trial before we condemn. The railroad officers of this country are giving employment to over eight thousand of our brothers; a large number of the lines are giving them the preference over those who are not members of the Order. Is it consistent with your obligations to inaugurate or be a party to any movement that takes the bread out of the mouth of a brother or his family? We think not.

We are under some degree of obligation at least to those who furnish us our means of living, and do not believe we can afford to ignore that obligation, or put any bar in the path of the successful working of the Order. Any member who rushes into print with his case before he has tried a remedy, or is even certain he has a case, acts prematurely and deserves the censure of the whole Order. There are many great wrongs done employees in the service, but our experience convinces us that they are the outcome of some act of a subordinate officer who merely desires to distinguish himself at the expense of the service, and many times the members contribute largely to the first cause.

We plead for harmony in the service ; frown upon anything that creates discord ; let us live in peace with all men ; when we are wronged, let us not parade our troubles on the street corners or carry them into print, but take them to the proper party in the right way and we are sure all will be better satisfied, and we be the gainers.

The *Fireman's Journal*, an excellent periodical, which is *quoted* as being uncompromisingly opposed to the blacklist under *all* circumstances, publishes the following : " Frederick Lowey, 96 and 98 Fulton St., N. Y., who advertises the 'American Electric Light' and 'Gold, Silver and Nickel Plating,' is a swindler and fraud, and we caution our exchanges to accept no advertisements from him unless the cash is paid in advance. Our information is given free, although it was obtained at quite an expense to us. Mr. Lowey may accept this as our receipt in full." And a publication which poses as the especial champion of the railway employe, whose pseudo editor makes himself ridiculous by his "Quixotic" charges on a "Rosinante" borrowed from some wood-yard, against a "windmill" yclept "blacklist" which seems to obscure his vision so that he is unable to discern anything else, quotes the item with his editorial endorsement : "Consistent (?) always." In the same issue, of which marked copies are being sent to division officers, as well as in many others, he makes a pitiful endeavor to blacklist C. S. Wheaton by false statements. MR. LEFLET cannot forgive the Order of Railway Conductors for throwing his publication overboard two years ago, and continues to vent his spleen by foul assaults on MR. WHEATON. The MONTHLY will not, UNDER ANY CIRCUMSTANCES, enter into any personal controversy with any publication. Deeming it beneath the dignity of a respectable journal to inflict such matters on its readers, it makes this statement once for all, and believing the reputation of those connected with the MONTHLY will not suffer from *such* a source, no attention will be paid to anything of the kind hereafter. We will close the subject by reminding MR. LEFLET that if he will in future ADHERE TO THE TRUTH, his fulminations will probably receive more attention than at present. It may be proper to add that Mr. Wheaton is in no way responsible for this article.

G. W. LOWE,

THE LATE MASTER MECHANIC OF THE C. & N. W., IN CLINTON.—THE RECORD OF A DESPICABLE MAN.

G. W. Lowe, Master Mechanic of the C. & N. W. Ry., at Clinton, Iowa, we are pleased to say, has been removed. Lowe is a tyrant and we trust the labors and mechanics of the west will give him a dose of his own medicine—blacklist him. His removal checks an impending trouble, and the railroad company is to be congratulated on the fairness with which it treated the laborer in this respect.—*The People's Advocate*, Atlantic, Ia. June 18.

The MONTHLY cheerfully gives circulation to the above "blacklist."

The *Clinton Advertiser* says: "Lowe was the most oppressive and overbearing officer that ever occupied the position in this place or even in the country. He was no criminal, nor do we charge him as such, but we do say, judging from his acts at Clinton, that there are men with shaved heads, wearing striped garments in every penitentiary in the land, that have shown more genuine attributes of manhood than were ever possessed by Lowe.

From the day that G. W. Lowe assumed charge of the shops in this city until his retirement, he was a constant oppressor of labor under his authority, and to force his edicts to success would resort to the most contemptuous and despicable means known to a depraved and unmanly nature. Not satisfied with discharging or cutting down the wages of tried and faithful employes, he would follow them in person or by letter to other places where necessity compelled them to seek work to sustain themselves and families, and there, outside of his jurisdiction, and away from home, his iron heel of oppression would be stamped down to crush them into obedience and by his acts force them to work at reduced wages or retire again from the places they had secured after being driven from home by his coercion. Incidents of this kind are numerous and more than one of as good citizens as ever resided in Clinton have been forced by this man to sell out their comfortable homes, abandon their neighbors whose long years of pleasant acquaintance was the happiest period of their lives, and leave with their families for other towns, among strangers, to secure that employment essential to "keep the wolf from the door."

Mr. Lowe's enforced retirement was celebrated by the employes by hanging him in effigy. It is to be regretted that no severer punishment can be inflicted on such human hyenas. A particular instance is given where a man resigned his position in the shops at Clinton, came to Cedar Rapids and obtained employment at better wages. Lowe "followed" him, reporting, it is said, that he had discharged the man for incapacity and procured his dismissal from the B. C. R. & N. shops. We are surprised to learn that Mr. Bushnell should allow one of his employes to be discharged for such a reason, as from a personal acquaintance extending over a number of years, we are convinced that R. W. Bushnell is a man who will not permit injustice to his employes, and the dismissal of this man, under the circumstances, certainly seems to have been unjust, as if he was really incompetent, it would have been made manifest without the intervention of Mr. Lowe. We do not believe that Mr. Bushnell would discharge a competent man to gratify the personal spite of any one, nor can he allow officers under him to do so.

—AN INCIDENT.—A portly gentleman stepped out of the Northwestern Hotel in Cedar Rapids a few days ago and stepping on a loose piece of board laying on the sidewalk, sat down. Tom Alexander thought it was funny and laughed. The gentleman looked up at Tom and grimly said: "What are you laughing at, you — fool? I could set down harder if I wanted to." Then he got up and discovered that his ankle was sprained. Then he prayed. Another portly gentlemen, hearing the disturbance, hurried out, stepped on the same board with exactly the same result. Alexander laughed louder, and the second gentleman joined in prayer, and the blessings (?) that were invoked on that bit of board and the person who placed it there. "Oh! my!" Both C. A. Millard and P. A. Murphy walk with a cane.

Yard Masters' Department.

All Communications for this Department should be sent to W. C. Bradley, Como, Colorado, so as to reach him by the 10th of each month.

ELEVENTH ANNUAL CONVENTION.

The Convention was called to order at 10 o'clock a. m., June 10th, in Music Hall, corner Chestnut and Seventh Sts., Philadelphia, by President J. C. Campbell, of Derry, Penn. All the Grand Officers were present except Geo. F. David and Col. Geo. J. Johnson, of the executive committee. The Convention was opened by prayer by Mr. Wm. Blow, of Windsor, Ont. The assemblage was welcomed to the city by Mr. G. M. Carter, of Philadelphia division of the association, which was ably responded to by Capt. H. N. Butler, depot master, Pittsburg, Penn. The President appointed the usual committee on credentials, consisting of Messrs. H. N. Butler, A. W. Bell, J. E. Marsden, Wm. Edgar, J. F. M. Pilgrim, who in due time reported the roll of delegates nearly as follows:

Chas. E. Lynch, Des Moines, Ia.; E. M. Carter, Wilmington, Del.; M. H. Donegan, Chicago, Ill.; G. M. Veeder, Albert Lea, Minn.; John J. Foster, Joliet, Ills.; W. F. True, East Haverhill, N. H.; C. C. Leek, Terre Haute, Ind.; N. L. Jones, Lowell, Mass.; James Cannon, Chicago, Ills.; C. W. Chipman, Chicago, Ills.; R. B. Long, Clinton, Ills.; L. W. Bates, Hudson, N. Y.; Fletcher Raymond, Baltimore, Md.; W. P. Thompson, Boston, Mass.; W. H. Thomas, Connellsville, Pa.; Chas. E. Schaff, Nelsonville, O.; Norman Booz, Weehawken, N. J.; F. W. Banagan, Newark, N. J.; J. Kidd, Chicago, Ills.; J. H. Champlin, Chicago, Ills.; L. J. Cummings, Leadville, Col.; Geo. W. Thompson, Nashville, Tenn.; W. P. Bowman, Allegany City, Pa.; James E. Marsden, Baltimore, Md.; John W. Proctor, Detroit, Mich.; James Lamb, Jersey City, N. J.; J. F. M. Pilgrim, Gallion, O.; C. H. Willard, Detroit, Mich.; James Shaughnessy, Houston, Tex.; Henry A. Harris, Chattanooga, Tenn.; John C. Reed, Union City, Ind.; Wm. Edgar, Toledo, O.; John T. Gifford, Vicksburg, Miss.; P. Callahan, Cincinnati, O.; R. F. Marshall, Cincinnati, O.; T. J. McDonough, St. Louis, Mo.; James C. Smith, Forest, Ills.; F. E. Bocker, East St. Louis, Mo.; Henry Miller, Hannibal, Mo.; E. E. Daw, Troy, N. Y.; J. P. Flannigan, Pittsburg, Pa.; S. J. Heeley, Des Moines, Ia.; M. J. Conway, West Albany, N. Y.; C. McDonnell, Kansas City, Mo.; W. R. Wright, Kansas City, Mo.; J. H. Burgrabe, Evansville, Ind.; W. T. Carter, Michigan City, Mich.; A. W. Bell, St. Paul, Minn.; H. E. Rafferty, Winnipeg, Man.; D. M. Alvord, Cleveland, O.; John V. Gray, Chicago, Ills.; F. G. Balls, Andrews, Ind.; Geo. Tumper, Louisville, Ky.; H. McKinney, Louisville, Ky.; Wm. McGrath, Louisville, Ky.; John Murphy, Cleveland, O.; J. E. Finch, Leavenworth, Kan.; Fred Cook, Chattanooga, Tenn.; Matt H. Cross, Boston, Mass.; P. H. Herron, Chicago, Ills.; Henry Peaster, Baltimore, Md.; Geo. H. Hollis, Boston, Mass.; A. J. Hitt, Minneapolis, Minn.; J. W. Rhodes, Blairsville, Pa.; H. S. Teal, Milwaukee, Wis.; Thos. Giffin, Chicago, Ills.; J. P. Huffman, Evansville, Ind.; W. H. Reed, Alliance, O.; Harry Gilmore, Omaha, Neb.; Edwin Adams, Hannibal, Mo.; E. A. Cooper, Indianapolis, Ind.; O. O. Winter, Des Moines, Ia.; J. Q. Hicks, Indianapolis, Ind., and others whose names we did not catch.

The President then read his address, (which was well received by all,) which was followed by the report of both Grand Secretary and Treasurer and Executive Committee, each of which in turn were referred to special committees, whose reports in each case were accepted and the recommend-

ations concurred in. The constitution was then placed in the hands of the Committee on Constitution, of which Mr. John C. Reed, of Union City, Ind., is the chairman, for a thorough revision. A motion was made to strike out the section of the constitution in regard to members engaging in strikes. The Convention manifested such a strong opposition to the motion that it was withdrawn.

Resolutions were proposed to charter the Association, also to make it a secret organization, but both failed. The convention sustained the action of the executive committee in its decision to pay \$1,000 to each claimant during last year, and also ordered the executive committee to pay the same for the present year. The RAILWAY CONDUCTORS' MONTHLY was continued as the official organ.

The Convention elected officers on the last day of the session, as follows: J. C. Campbell, Derry, Pa., President; W. J. Kenney, Columbus, O., and E. M. Carter, Wilmington, Del., Vice Presidents; Joseph Sanger, Secretary and Treasurer; with J. Q. Hicks, Geo. F. David, E. A. Cooper, Col. Geo. J. Johnson and Wm. Blood as Executive Committee.

Thursday evening all were invited to participate in a grand banquet given by the Philadelphia division of the association at the dining rooms of the Keystone Hotel Company at Broadstreet station; some 250 people, participated. It was one of the most enjoyable occasions we have ever witnessed. The *menu* was fine, and included all the delicacies of the season. The toasts were "The Y. M. M. B. A.," "Our Guests," "The Press" and "The Ladies," and were responded to by "Ye editor," on behalf of the president, G. M. Carter, W. J. Kenney and H. R. Hopkin, respectively. The occasion will be long remembered by all the participants.

Friday morning bright and early all were active and soon on board the train furnished by Mr. Pugh of the P. R. R., for a trip to Long Branch and Jersey City, which was enjoyed by all. A halt was made at Long Branch long enough to enable all to view the place and partake of a good dinner at the "Leland Ocean Hotel." The party arrived at Jersey City at 3:10, p. m., and were soon on board the steamer Maryland for a trip around the bay, which was enjoyed by all, and at 11:30 p. m., all were back in Philadelphia. While on the steamer, appropriate resolutions of thanks were adopted, and we believe one and all united most heartily in returning our thanks for the great kindness of all who in any way contributed to the pleasure of our party while in Philadelphia, and all went to their homes to anticipate a pleasant meeting one year hence, at St. Paul, Minn.

NOTES.

—The proceedings were reported by Miss Alice Sanger, the accomplished daughter of our Grand Secretary.

—Brother Bradley, of Como, Col., was selected to compile articles for this department. Communications should be sent to him direct.

—John C. Reed, chairman of the committee of revision of the constitution, would like all members of the association to give him their views on paper before the committee meets in October.

—C. S. Wheaton, Esq., Grand Chief of the Order of Railway Conductors, and editor of the CONDUCTORS' MONTHLY, was present as a delegate. He is an entertaining speaker and finished parliamentarian, and took an active part in the deliberations of the convention. His magazine was unanimously made the official organ of the Y. M. M. B. A. for the ensuing year.—*Como Headlight*.

Mentions.

—The secretary of Division 144 wants the address of brother P. F. Shoemaker.

—All absent memembers of Division 36 are requested to send their address to the secretary.

—Brothers N. J. Oakes and C. R. Dickinson, of Division 33, J. W. Gilbert and W. J. Woods of Division 124, have lately pulled our latch-string.

—An elegant portrait of G. C. C. Wheaton can be obtained of J. N. Ryder, 211 Superior St., Cleveland, Ohio; cabinets 50 cents, 14 by 17 inches, \$2.

—We acknowledge a pleasant call from T. S. Parvin, Grand Secretary, and N. R. Parvin, Deputy Grand Secretary of the Masonic fraternity of Iowa.

—Brother D. R. Drake of Division No. 21, who was braking for brother Roberts, had his hand very badly crushed while in the act of making a coupling at Flagstaff, Arizona, July 6th.

—Jeff Rhodes, lock box 813, Parsons, Kas., has Vol. 1 of the MONTHLY which he will send to any address for \$5.00. W. O. Salisbury, Tennessee, Ills., also has Vol. 1 for sale, price \$100.00.

—The *Reporter* most earnestly urge the necessity of a close affiliation of all classes of railroad men in their respective organization.—*Railroad Reporter*. The MONTHLY "most earnestly urge" the *Reporter* to explain.

—Reader, "contain your soul in patience." After this issue the "regular conductor" will probably be "to hum," the "extra" will retire with applause (for the retirement,) and the MONTHLY regain its wonted standard of excellence.

—We are in receipt of a copy of *The Accident News*, published by the UNITED STATES MUTUAL ACCIDENT ASSOCIATION of New York City, subscription price 50 cents per annum. It contains much information on insurance matters.

—Cheyenne Division No. 128 tenders heartfelt thanks to Laramie Division No. 142 for its kind and generous treatment of their members who attended the meeting at Laramie on the occasion of the visit of the Grand Chief Conductor.

—The new master mechanic of the C. & N. W., at Clinton, is Mr. Robert Quayle, who is said to be a gentleman in every sense of the word. Mr. Quayle is a graduate of the C. & N. W. shops at Chicago, where he has been employed for fifteen years.

—The Brotherhood of R. R. Brakemen have expelled the late Grand Master, W. J. Barnett, and as in the case of Ex-Grand Secretary Osterhout, they *blacklist* him; and further, the MONTHLY believes it to have been a *proper* use of the blacklist in both cases.

—We are in receipt of the first number of the railroad edition of the *Comet Headlight*. It is chuck full of interest to all in the railway service, and we wish it the success it merits, and that Messrs. Linthicum and Bradley will find it a gold mine. By the way, brother Bradley was made the editor of the Yardmasters' Department of the MONTHLY.

—*The Masonic Chronicle* for July is on our table and we hope to find it a regular visitor. It is a publication that should be in the hands of every member of the craft.

—Brother Otto Smith, inside sentinel of Danville Div. No. 118, was married on the 25th of June to Miss Anna Leverenz; both of Danville. The MONTHLY extends its hearty congratulations.

—The N. Y. L. E. & W. Co. have designed and built two monster mogul passenger engines, which have been placed on trains 3 and 12, western division, but as yet they are not successful, as they do not steam well. They "get to the front" when they have the "fog" though.

—Brother M. Ryan, of New York City division, has gone into business, as we learn from a card bearing the following: "M. Ryan & Co., dealers in hay, straw, flour, feed and salt, No. 638 Eleventh Avenue, between 46th and 47th Streets, New York." Success to you, Mike.

—C. R. Ashton, president of the Passenger Conductors' Insurance Association, of Philadelphia, made us a pleasant visit on his return from the convention. He only staid one day, but when he comes again he will stay longer if the lock on our door is strong enough.

—Conductors who suffer from the disease, should note the advertisement of the Comet Pile Remedy, and the letter from an old conductor. The remedy is recommending itself so well that the proprietor has changed it to a company, with a view of more extended advertising and sale.

—Brother Salisbury, of Division No. 83, is a full-fledged "hay-seed" in McDonough county, Illinois. He writes that he will go to Aspinwall if ye editor will milk his cows. Bring 'em up here, W. O., and we'll do it. Brother S. complains of the irregularity of the "pay-car."

—We add a Scientific and Mechanical Department to the MONTHLY with this issue, and invite contributions from our readers. We commence with a discussion on boiler explosions taken from the Cedar Rapids papers. The continuation of this department will depend on the support it receives from our readers.

—Mr. E. St. John has been appointed assistant to the general manager of the C., R. I. & P. railway. The general ticket and passenger departments will remain under the jurisdiction of Mr. St. John, as formerly, and all communications in connection with those departments should be addressed to him as general ticket and passenger agent.

—A would be editor who was given a trial on the Louisville *Journal* by Geo. D. Prentice, observed to that gentleman: "I suppose, Mr. Prentice, you have observed that I have learned to say things pleasantly." "Yes." "That's one acquisition. Now, what next would you advise?" Learn something to say." A horrible fear haunts us. *Would* the advice apply to the "extra" on the MONTHLY?

—Detroit *Free Press* of June 25th, mentions in a New York dispatch the arrival at that port of J. E. Secord by the Pacific Mail steamer City of Para. Mr. Secord was for several years connected with C. & G. T., as conductor, the last two years he has been conductor on the Panama R'y. He will be well remembered as the invincible "pinafore." We should not neglect to remark that he took an active part in suppressing the rebellion about Aspinwall, and as a trophy brought back a cannon he captured from the rebel general Preston.—*Sunday Morn. Call, Battle Creek, Mich.*

—Something of an innovation on the usual order of business was that of a visit from several of the ladies, received by Div. 66 at their union meeting. It is an order that should be incorporated in the "order of business" of every union meeting.

—Griffin Div. No. 66 held a "union meeting," July 19th, which was well attended. Divisions 3, 32, 38, 55, 58, 79, 83 and others being represented. Both degrees were conferred by the officers of 66, in a manner that the writer has never seen equaled, but you are not yet perfect boys, so do not stop.

—It is high time that the American laboring men arrest their condition from the hands of scheming polititious and avericiou contractors.—*Rail-road Reporter*. If any scheming polititious, (politicians?) and avericiou (avaricious?) contractors have the laboring mens' condition in their hands, we move that the above described contractors be arrested and the poor condition released.

—The minister was struggling to put on a new four-ply collar, and the perspiration was starting from every pore. "Bless the collar!" he ejaculated. "Oh, yes, bless it. Bless the blessed collar!" "My dear," said his wife, "what is your text for this morning's sermon?" "F-fourteenth verse f-fifth Psalm," he replied, in short gasps. "'The w-words of his m-mouth were s-smoother than b-butter, but war was in his h-heart.'"—*N. Y. Graphic*.

—It is stated that a train on the West Shore, July 9th, ran the 201 $\frac{2}{3}$ miles from East Buffalo to Frankfort in four hours including 35 minutes lost by stops, or three hours and twenty-five minutes actual running time, an average of a trifle over 59 miles per hour, while several miles were made in 43 seconds each, or at the rate of nearly 84 miles per hour. It is claimed that the run was made without any special preparation. If true, it certainly is unprecedented and places the West Shore in the lead for fast runs. This speed has never before been made on any railway in the world.

—A SAD CASE.—A brakeman named John Jolliffe, employed on the Northwestern and running from Des Moines to Ames, met with an accident Sunday night June 28, that has probably resulted fatally by this time. The train was proceeding up Ames grade, when the rear portion became detached from the forward part. In passing over the train the brakeman fell off the forward car of the separated train, striking violently upon his head on the hard ground below. His skull was cracked and his face terribly mutilated. He received surgical attention as soon as possible, but there was little hope that he would survive last night. Jolliffe was a man aged about 35 years, and had a wife and three children residing at Winnipeg, Manitoba. His wife and children left Winnipeg several days ago for Des Moines where they expected to establish their future home, and ignorant of the husband and father's critical condition, are journeying thither, buoyed up with high hopes destined to be assuinated by the most poignant grief.

We clip the above from the Des Moines *Leader*. As yet we have been unable to learn anything further of the accident.

Bro. Jolliffe was made a member of the Order in Toronto Div. No. 17, where he is well known. Obtaining employment on the Canada Pacific, he withdrew from 17, and joined 47 at Winnipeg. He left that road on account of dull business, and was for a time on the Mo. Pacific, but his health failing in Texas, he came to Iowa. He had been employed on the C. & N. W. but a short time. On his return from Texas, he called and made us a pleasant visit, leaving the office in all the strength of vigorous manhood, with buoyant hopes for the future and the happy conviction that he would soon meet the loved ones from whom he had been separated. Alas! how soon is that strength wasted away, hopes blasted, and the loved ones plunged into the depths of despair. Bro. Jolliffe was not a member of the Insurance Association, and we are not informed whether he had any other insurance or not. It is to be hoped that he had. "*Be ye, therefore, also ready.*"

—Some of the brothers who attended the organization of Div. No. 180, were accompanied by their wives. While a pair of the better halves were shopping the Saturday evening previous, one of them met an old acquaintance, introductions and a pleasant chat followed. The ladies were finally obliged to tear themselves away, but before going accepted an invitation to take a drive the next afternoon and view the beauties of Atlanta. Promptly on time a fine equipage with liveried driver, containing the young gentleman and his father, made its appearance, and the ladies were driven away with the best wishes of their lords (?) for a pleasant afternoon, while they (the lords) were engaged in their duties. Well they *did* enjoy a pleasant afternoon and drive. The father was, perhaps, a little inclined to hateur and crustiness, but it was more than atoned for by the friendly cordiality of the son. This is perhaps *not* the only instance on record where married ladies have enjoyed a pleasant drive with other gentlemen than their husbands and with the full approbation and consent of the said husbands, but in this case there is a sequel and that sequel is a receipted bill for \$5.00 in possession of the ladies. Moral—well we don't know that there is a moral, unless it is a *moral* young man who saves his money. We promised not to tell who the ladies were, but everyone who sends a cigar to the office of the MONTHLY, is privileged to examine the list of visitors and guess.

—The Judkins Electric Train Signal, which is being introduced on some of the eastern roads, will be received with genuine satisfaction by conductors not only of passenger, but of freight trains as well. Where is the conductor that has not found that the ordinary bell rope would sometimes fail at a critical moment, and where is the passenger conductor that has not thought "swear," when, after the repeated pulling from the rear of a long train, the cord has parted without signaling the engineer? The electric signal operates by a slight pressure on a button, and certainly must save the conductor's temper. It is a necessity on "freights," for it gives certain and sure notice the moment the train parts. Is there any of us, that have not strained our eyes in the darkness of a stormy night, time and again, to determine whether the train was all right or not, and finally be compelled to go "on deck" and over the train to satisfy ourselves? Some of us have concluded all was "O. K." without going "on deck" perhaps, and *some of us* have been too easily satisfied, kept too much "steam on the caboose," caught the "head end," been aroused from a pleasant reverie by a crash and became fully convinced that that "condemned" (that's the worst swear a conductor ever uses) link was broken after all, with ten or a dozen broken draft-irons for an argument to convince anyone still doubting. In such cases the electric signal might have saved some of us a "dance on the carpet" or a "round in the sweat box."

—There is great excitement and deep indignation here over the dynamite explosion of yesterday on the Rio Grande railroad. The detectives are unable to get the slightest clew. The reward of \$4,500 issued several weeks ago by the railway, state, county and city officials for the arrest of dynamiters still remains good. To add to the excitement it is said that the organization of the dynamiters in Denver is far stronger than was supposed, and that other dynamite outrages may be expected unless the Rio Grande management accedes to the demands of the strikers. It is charged by the newspapers here that the responsibility of the explosions rests with the Knights of Labor organization.—*Denver Dispatch to St. Louis Globe-Democrat.*

—Harry Gilmore, for a long time yardmaster for the Union Pacific R'y. at Omaha, and now a passenger conductor for the same company, was present as a delegate from Div. 26. He is one of the most popular railroad men in the west.

—Brother James Ogilvie has resigned his position to accept the governorship of the Toronto jail (the *Globe* says "gaol"). When we break the law we will do it in Toronto, so as to be in charge of brother Ogilvie.

—Frank E. McFarlane is now train master of the Central Iowa Railway, eastern division, with headquarters at Oskaloosa, Iowa. He is a member of Denver Division No. 44.—*Como Headlight*.

OFFICIAL.

CIRCULAR NO. 9.

OFFICE OF GRAND SECRETARY, July 24, 1885

BROTHERS—The following are reported:

RE-INSTATED.

By Division No. 14, May 24th, M. Pender.
 " " 18, June 14th, B. F. Keefe, June 21st, W. C. Rhinehart.
 " " 24, July 15th, Jas. Baldwin.
 " " 26, July 21st, C. A. Bunnell.

SUSPENDED.

By Division No. 21, July 1st, L. L. Arnold, Jas. L. Cullen and G. A. Frith.
 " " 36, June 28th, W. B. Seaman and J. W. Griner.
 " " 37, June 7th, W. C. Hulshizer.
 " " 78, June 28th, J. E. McCarthy.
 " " 79, June 14th, W. L. Flannery.
 " " 84, June 20th, J. K. Fill, John Holden and C. G. Stewart.
 " " 88, May 31st, J. Dionne.
 " " 96, July 19th, W. S. Kirby and A. Roberts.
 " " 112, July 10th, T. J. Frazly.
 " " 122, July 19th, C. Ledwick.
 " " 140, June 14th, G. E. Hamilton.
 " " 150, June 14th, A. H. Francis.
 " " All for non-payment of dues.
 " " 39, July 5th, Al. Gilkey, for drunkenness.

EXPELLED.

By Division No. 20, June 23d, J. Stiglitz, for bad conduct.
 " " 44, June 21st, A. C. Fisher, for engaging in a strike.
 " " 51, June 13th, J. D. Posey, for wife desertion and adultery.
 " " 78, June 28th, J. L. Skinner, for drunkenness.
 " " 87, July 5th, I. C. Rees, for embezzling division funds.

Cards Nos. 6566, issued May 5th, to Frank Brainerd, and 6668, issued May 12th, to E. C. Harrington, both of Division 22, have been lost. Look out for them.

A steel engraved membership certificate is now ready. Price: \$1.00 each on parchment and 25 cents each on imitation parchment. Unless otherwise directed, the new form on imitation parchment will be sent to replace all of the old form returned for certifying hereafter. The Insurance table is omitted this month for want of space. 2470 members.

Yours in P. F.,

WM. P. DANIELS.

In Memoriam.

AT REST.

MY BROTHERS :—Only a few days over two months have elapsed since it became our painful duty to announce the death of brother Wm. H. Hoyle, but now for the second time the "silver cord is loosened and the golden bowl broken," and we are called upon to place on record the death of our worthy Junior Conductor, brother John G. Clancy, which occurred on the evening of the 20th inst., in rather a mysterious manner, but from what we can learn, it seems that he fell from the rear end of the way-car while the train was running at the rate of fifteen miles per hour. In falling he was caught in some manner and dragged until life was extinct. The funeral took place from the home residence on Cedar street, on the afternoon of the 22d inst., under the supervision of the Order of Railway Conductors, brother Charles Card, P. C. C. of No. 1, officiating as chaplain. Brothers Wm. Lindsay and R. A. Robertson, of No. 1, Jerry Gordon, No. 17, C. F. Waters, No. 81, Ed. Flinn, Chas. Stofft and T. C. Bowes, No. 83, and Wm. Merritt, of No. 17, assisted twenty-two brothers of No. 96 in consigning the remains of our beloved brother to their last resting place. Twenty-five members of Division No. 32, Brotherhood of Locomotive Engineers, thirty members of Lodge No. 80, Brotherhood of Locomotive Firemen, and twenty members of T. J. Potter Lodge, No. 6, Brotherhood of Brakemen, participated in these last sad rites. Brother Clancy was born February 15, 1857, making him 28 years, 3 months and 5 days old. Thus, he was called home in the prime of life, and it seems that his early death should impress upon our minds the text that "Man, born of woman, is of few days, and full of trouble." An aged father and mother, a loving wife and darling infant daughter, with five brothers, are left in sorrow. No words can describe or pen portray the grief which this terrible mishap has brought upon them. But the marvelous grace of God has sustained them, and will sustain them, while a host of sympathizing friends extend to them such comfort as it is in human power to bestow. He had grown up into useful and honorable manhood without a blemish on his fair name, and greatly beloved by all who knew him. As a son, he was affectionate and dutiful. His chief pleasure was found in ministering to his mother and brothers, and in relieving his father of every possible care. All of his leisure time was devoted to them, and that not as a duty, but a privilege and joy. A young soldier of Christ, he has received his crown. Such promise of a noble and useful life is rarely seen. Jack was a kind-hearted, unselfish, happy brother, full of sport, and his last quarter was freely given to any one in need. He has already done a noble work, lived a true life and entered on his eternal reward. His memory awakes in all who mourn, the thrilling inspiration: "O may I join the choir invisible of those immortal dead who live again." Since it has pleased the Grand Chief Conductor of the universe to remove our beloved brother, we bow in submission to his will. Brother Clancy's work in our Order will continue to bear testimony to his fidelity as an earnest brother. We extend our heartfelt sympathies to the bereaved wife and child, and commend them to the care of Him who is the "husband of the widow and father of the fatherless."

Harmon, R. J.—Brother R. J. Harmon, of Trenton Division No. 42, died at the residence of his brother-in-law, brother R. M. Cummings, of Never Sink Division No. 52, at 702 Randolph street, Chicago, Ill., on Sunday, July 5, 1885, of consumption. Brother Harmon had been a great sufferer from that fell disease, and leaves one child, a bright little boy of eight years, to enter the battle-field of life alone, his mother having preceded his father some months ago to "that bourne from whence no traveler returns." Brothers Cummings and Harmon were both strangers to Divisions Nos. 1 and 41, and their presence in our city was unknown to any of the brothers. At a late hour July 5th, the secretary of Division No. 1 received a request that brothers here in Chicago attend the funeral Monday, July 6th, at 1 o'clock p. m. On account of the lateness of the notice, and the disturbance occasioned by the strike of the street car conductors, but few of the members could be notified. The following brothers acted as pall bearers: W. H. Harrison, No. 16, John Anderson, S. Hackett, Wm. McHarg, E. R. Feathergill, No. 78, M. Kinney, of No. 1. There were also in attendance, John McCoy and C. Winebrenner, of the C. & N. W. R'y, not members of the Order. Had the notice been received sooner the number would have been much larger.

Under the shade at Forest Home,
A stranger—we laid him away to rest,
Where sorrow and pain can never come
And the shadows point toward the west.
The Great Conductor of the universe
Issued His call and he obeyed;
Yours in P. F.,

Away from the busy scenes of earth
His tired body is forever laid,
Away from the toils of an afflicted past,
Away to the realm of the Great Unknown,
May the Good Conductor lead him at last,
To the pleasures of an eternal home,
J. E. KELLOGG, Sec. No. 1.

Ditton.—Died at the residence of his parents in East Fort Scott, Sunday, June 14, 1885, Bve Willmott Ditton, son of Mr. and Mrs. N. Ditton, aged 4 years and 5 months, of membranous croup.

Because thy smile was fair,
Thy lip and eye so bright,
Because thy loving cradle care
Was such a dear delight,

Shall love, with weak embrace,
Thy upward wing detain?
No! gentle angel, seek thy place
Amid the cherub train.

Rice.—Died, June 21st, of typhoid fever, Gertie, daughter of brother C. W. Rice and wife. Gertie Rice was a bright little child of seven summers, and the light of her home. Only those who have passed through the fiery furnace of affliction can appreciate the feelings of the stricken parents.

E. C. D.

Weaver, Samuel C.—Of Crescent City Division, No. 108. Thus the Grim Destroyer invades our ranks and one by one our comrades and brothers join that innumerable throng who have passed the dark portals. Let us hope, accompanied by "that faith which safely conveys them over the river of death" and that their "enfranchised spirits are safely landed in the abode of the blessed."

Layman.—In Decatur, Ill., June 2, 1885, Eddie, son of brother E. J. Layman, of Division No. 74.

TAYLORVILLE, ILL., June 2, 1885.

To Mr. and Mrs. Ed. J. Layman, Litchfield, Ills.:

Eddie left you sad and lonely,
And no more he'll watch and wait
At the door to meet his papa,
Who alway came, tho' sometimes late.

How you will miss your little darling,
Tho' time seems passing by so slow,
But 'twas not God's will to leave him;
The Master called—he was ready to go.

And your hearts seem torn and bleeding
As you give up the one you love,
But 'tis the Father's way of leading
You to him in realms above.

Eddie's waiting for you yonder,
Close beside the golden gate,
And he listens for your coming,
Hoping you will not be late.

He's taken your lamb, the good Shepherd,
He's taken him out of your sight,
But if you follow him closely
You'll find the way all light.

When he sees our wayward wanderings
In this world of bitter woe,
He takes the lambs to lead us
In the way that we should go.

Yours very truly,

And if we think the sacrifice
Too great for us to make,
Remember the Father gave us his Son
To die for our sake.

And if we stumble and falter,
And cannot see the light,
Then ask God's hand to guide us,
That we may seem more bright.

And tho' the path seems rugged,
God says his ways are best,
And leadeth us from sorrow here
To his bright home of rest.

Now, cannot we say, dear Father,
Thy will be wholly done,
Tho' thou takest from us our loved ones
And clouds o'ershadow our home.

Now, lay away the little playthings
Wet with loved one's pearly tears;
How you'll miss your little Eddie
All the coming dreary years.

But angels whisper that your darling
Is in lands of love so fair,
And his little feet are waiting
Close beside the golden stair.

M. MAY ROGERS.

McClelland, J. B.—Notice in July number.

Our peaceful and happy home circle is broken,
Our once happy hearts are bowed down with grief,
Our home has been entered and darkened by sorrow,
And nothing but time can bring light or relief.

The angel of death at the bright hour of noonday
Came into our home and has borne far away,
O'er death's rolling river, our husband and father,
And turned into darkness the light of our day.

Oh! the sorrow we feel as we gaze on our loved one,
Once happy in life, now in death's cold embrace,
For we've heard for the last time his kind words of comfort,
And seen for the last time bright smiles on his face.

And, oh! must it be that in this hour of sorrow,
We must take the last look on those features so dear:
Must this be the time when we leave him forever,
To live on without him for long weary years.

Alas! 'tis too true, the husband we cherished
Must lie down to sleep in the tomb cold and drear,
While we must be left to weep here in sorrow,
And listen for words we shall never more hear.

But yet we will hope that in heaven's bright future,
We shall see him and know him and greet him once more,
And again be united, to part again never,
While eternity's ages roll on evermore.

Dedicated to Mrs. Ella McClelland, May 16, 1885.

C. E. TYLER.

Sheehan.—Mrs. Jennie Sheehan, the most estimable wife of our esteemed and worthy brother, Wm. Sheehan, A. C. C., departed this life at Fort Wayne, Ind., on Monday evening, June 8th, at 6 p. m. Oh! how sad. Grim Death, the conqueror of all, just as the twilight was gathering, he waved his wand and said come unto me, taking her spirit and quickly wafting it to the eternal heavens, leaving here on earth a grief-stricken husband and daughter in mournful sorrow. Mrs. Sheehan was just in the prime of womanhood, and her disposition was kind and loving to all, was a kind affectionate wife and loving mother, and had many warm friends, all of whom will mournfully realize the vacancy caused by her death. She was in her 36th year. Mrs. Sheehan accompanied her husband to Boston, in October, to the convention, was taken ill while there, never recovering, hence her death. She leaves a fair and beautiful daughter—Lily—13 years of age, the pride and idol of a loving mother. Poor Lily, broken-hearted by grief and sorrow by the death of her dearly beloved mother, the best friend she had in this world. She said, "I have no mother now; nothing left me but my dear papa!" Oh! how much these words imply! What grief and anguish this sentence contains! But, hark! the angels in heaven are saying weep not for me, my dear husband and daughter, but prepare yourselves and be ready, for it is but a little while till we shall meet in heaven, where joy and happiness reign forevermore. A beautiful basket of flowers was presented by the Supt. of the P. C. & St. L. R'y., also an elegant wreath by Ft. Wayne Division No. 119, with monogram, O. R. C., in center.

Yours in P. F.,

WM. ANDERSON.

Sill.—Died, in Little Rock, Ark., July 2, 1885, at 8 o'clock p. m., Henry W. Sill. Mr. Sill was the father of our esteemed brother E. D. Sill, of Division No. 131.

The Railway Conductors'

MONTHLY.

Volume II. CEDAR RAPIDS, IOWA, SEPTEMBER 1, 1885.

No. 9.

Written for the MONTHLY.

A FRIEND.

One little word we often hear, and one so often spoken,
One of life's pledges freely given, yet, alas, how easy broken.
Friends of our childhood, where are they? Few who good and kind,
Who in riper years seem just the same, we love to call to mind.

Our youthful friends, where now? Once boys and girls together,
Their journeys leading different ways, o'er hill and dale and heather,
Across the mountain, o'er the plain, aye, the ocean and the sea,
Almost forgotten, scarce ever seen, the friends that used to be.

Young men and maidens fair, you counted it not a little thing,
The hours you passed together—the songs you used to sing.
Oh! some one else is counting the hours, fraught with hope and fear;
Some one else singing the pretty songs you loved so much to hear.

Young love findeth so many friends, it often forsaketh the old;
Often renews its strength for the new, to the first grows dull and cold;
Fancies a new friend worth the more; sometime it will come to you
That one who is tried and proved a friend found to be good and true,

Is worth all the rest; and when fortune smiles and health your happy lot,
For wealth and good health may carry you thro', have you a friend or not.
But let sickness be near, let trouble come, the ones both good and true,
Their faces are sweeter to you by far, than those who have bid you adieu.

So the child, the youth, the maiden fair, all sees their fairy love,
And many who seemed to have beautiful wings, gone like a carrier dove.
No more friends of yours to-day, your life once seeming a part,
Now helping, I ween, to fill some void in some other mortal's heart.

Gazing now in the mirror, I see the white frost is gathering o'er my head,
 And walking along I fain observe a little slower tread ;
 And I look around for one, just one, on whom I can always depend,
 And I think of all on the long, long list, as I search for the steadfast friend.

And I read the names all over, would you believe that only a few,
 Who have been what they seemed to be, steadfast and really true.
 Some turn their heads as I pass along, and even seem to condemn
 All that I do, in trying to be true, for being a friend to them.

But once in a while there cometh to me a friend of days gone by,
 Who sorrows with me in all my griefs, in my joys as glad as I.
 Ah, that is my friend forever, the one I can always love ;
 God keep us faithful through this life, and may we be friends above.

I would sorrow to think that because of death every earthly friend must go,
 Sorrow to think the higher heaven shut out all life's beauties below.
 So let me live, that my Father in heaven, on whom I must depend,
 When called to die, will let me pass by, bringing many a good old friend.

E. H. BELKNAP.

Galesburg, Ill., June 28, 1885.

THE HERO BOY.

Is this boy a hero? Let us see. He lies stretched across the master's knee and whimpers not. Every second the cruel rattan rises and falls; every second there is a dull sound as if somebody were threshing mud. The dust flies, but the victim utters no sound. The perspiration stands out on the master's brow, and he begins to wonder if that boy's basement is constructed of sheet iron. Nothing of the sort; it is a wild, foolish conjecture. The lad's life has been passed in the full blaze of the nineteenth century civilization. He is no fool. He knows that nobody knows what a day may bring forth. He doesn't venture across the dark gulf between the now and the may be unprovided against contingencies. The lantern that guides his footsteps is the light of experience. There is a great future reserved for this boy. The rattan goes up and the rattan comes down; who cares for rattans? When he left home in the morning he took his father's last remaining liver pad with him. It's the right liver pad in the wrong place. Yes, this boy is a hero.—*Ex.*

FRIDAY.

To dispel the gloom that pervades the minds of the credulous that Friday is an unlucky day, I desire to present to your numerous readers a few of the most interesting events in modern history to prove the contrary. Notwithstanding the murder of Colonel Elmer Ellsworth on Friday morning was regarded by persons a bad omen, but the following record will show that whatever other nations may fear, Americans have no right to indulge gloomy apprehensions on the sixth day of the week. On Friday, August 2, 1492, Christopher Columbus sailed on his great voyage of discovery. On Friday, October 12, 1492, he first discovered land. On Friday, January 4, 1493, he sailed on his return to Spain, which, if he had not reached in safety, the happy results would never have been known, which led to the settlement of this vast continent. On Friday, March 15, 1493, he arrived at Palos, in safety. On Friday, November 22, 1493, he arrived at Hispaniola, on his second voyage to America. On Friday, June 13, 1492, he, though unknown to himself, discovered the continent of America. On Friday, March 5, 1496, Henry Eighth of England gave to John Cabot his commission which led to the discovery of North America. And this is the first American State paper in England. On Friday, September 7, 1574, Melenden founded St. Augustine, the oldest town in the United States by more than forty years. On Friday, November 10, 1620, the Mayflower, with the Pilgrims, made the harbor of Province Town, and on the same day they signed the august compact, the forerunner of our glorious Constitution. On Friday, December 22, 1620, the Pilgrims made their final landing at Plymouth Rock. On Friday, February 22, 1731, George Washington, the father of American freedom, was born. On Friday, June 16, 1775, Bunker Hill was seized and fortified. On Friday, October 7, 1777, the surrender of Saratoga was made, which had such power and influence as to induce France to declare for our cause. On Friday, September 27, 1777, the treason of Arnold was laid bare, which saved us from destruction. On Friday, October 19, 1781, the surrender of Yorktown, the crowning glory of American arms, occurred. On Friday, July 7, 1776, the motion was made in congress by John Adams, seconded by Richard Henry Lee, that the United States colonies were, and of right ought to be, free and independent. It will thus be seen that Friday in place of being an unlucky day, is a lucky day for America.

W. S. S.

SELF MADE.

For the MONTHLY.

It is not a century since appeared a new actor on the stage of the old world. The multitudes are entranced ; a new era succeeds ; the fickle goddess seems to have showered innumerable favors on him ; armies are ready to do his will, and heads bow to receive the crown and scepter from his hands. The world applauds but ambitions top-most pinnacle is not reached, and loving hearts are crushed in his pathway as he strides madly on. But a change comes and fortune frowns on her late favorite. Truly in life's great drama there was never such an actor—none who comes before us in so many characters—soldier, first consul, emperor, exile—and the ocean surges around the “island of rock” seems to repeat their favorite saying of the “man of destiny,” man, the creature of circumstances. But ere we accept this proposition as true let us inquire how much the ungoverned passion of ambition had to do with Napoleon's mad career. He hesitated before no obstacles. Human blood and treasures flowed at his command. Even the diviner ties of affection deterred him not. We observe how his star of fortune rose, and having reached its culmination rapidly declined to its setting. Retribution followed his wrong doings. The circumstances were but the effects of his wild ambition. No! we believe not a blind destiny ties the hands of man, reducing him to a machine—passive and helpless. We hear often of undeveloped power; we hear of genius slumbering—unknown forever. But we also hear of genius making for itself an opportunity and a name. There comes to our mind legions of men throwing off the silken robes of luxury to do and die for their country, and as we scan the life of hero or martyr can we believe that man is the creature of circumstances; for not always are men compelled to take up the cross and sword. With our earliest recollections there ever floats down to us records of great deeds in the dim, mysterious past—records of old-time heroes—Leonidas and Regulus, or the brave story of Columbus, and we think we too would have kissed the green earth, kneeling in unspeakable gratitude on the shore of the new world. Turning over the leaves of the history of the self made men some peoples waking eyes will brighten and their spirits be moved to new emotions, as he reads of the poor man's boy laboring at his arduous task day after day; then with hammer in hand on some rare holiday spending his time on the rocky hillside. The simple peasant thought him mad. To their dull eyes it was common stone—to his clear vision the foot-prints of the Creator, distinctly marked on the stones of old Cromarty. We can im-

agine how his face must have lighted up at each advance on the road to knowledge. We may never know what bright visions filled the heart of the young aspirant as he read the traces of a divine creating power in the sand, and how his heart must have swelled as he thought of the bright prospects that loomed up in the distance before him. Success stood far upward beckoning him to press on even to the summit. Poverty with attendant trials was in his path but she had no obstacles strong enough to deter his brave spirit. Day after day he labored and the hillside of his native land was his "school and school-master." Nature was to him a kind and beneficent mother, opening to him her hidden treasures at his command. In after years his country will point with pride to her son, in truth a conquerer. O child of pampered wealth you have not yet tasted the keen delight that knowledge brings to one like Hugh Miller. O child of poverty and genius you have a heritage in common with the mason boy, in common with the great geologist, in common with him who unlocked the door to the hidden mysteries and the grandest science the world has ever known. There are other illustrations of the power of genius to overcome obstacles. In a low attic burns a dim taper, beside it sits one in whose veins yet courses the impulsive tide of young life, but care and thought have paled the cheek and drawn deep lines across the brow. In the eye shines a fire, the flame of an invincible will, strong as Napoleon's to conquer. In the broad fields a sturdy plowman turns the grassy sod. As the lark's song goes up to heaven there also arises a resolve to achieve greatness in the days to be.

Years pass on. In the legislative hall men listen in breathless silence to the words of wisdom ; by many a fireside hearts are thrilled and spirits cheered by "thoughts that breathe and words that burn." The world bends at the shrine of genius and cries, "Where is the gifted? Bring him forth that we may do him homage!" Under the robe of state we recognize the strong muscles of the farmer boy, and the laurel wreath rests on the pale forehead of the student. We may name neither statesman nor poet, but we find their counterpart in many. Where one has broken the shackles of poverty and ignorance and climbed to a higher position, there is a demonstration that the force of circumstances do not necessarily control our actions. Must we fold our hands in indolence because circumstance hinder our onward progress? Must we walk mechanically in one path because there are obstacles in another? Nay, if right approve, let us bend circumstances to our will. Let us not go back to the blind fatality of former ages. Let not the voice of fate order our lives. What we aspire to be we shall be. God rules over all, yet not the less is man the arbiter of his destiny. There

isone who wakes to find himself famous. There are hundreds who, by ceaseless toil and earnest endeavor, have fairly earned renown, not alone for brilliant talent, but by pure and earnest lives. Circumstances may modify, but do not absolutely decide one's destiny. Would all remember this, so many would not "sit in idleness in sackcloth and ashes" looking for the last presence of the beloved on whom they leaned, so many would not fold their hands in despair when rich argosies of heart or brain go down at sea. Would we all seek to prove that the man of circumstance of birth or place, do not restrain a true spirit, we would not mourn over a wasted existence, but sowing the seed in life's young morning, fair blossoms shall crown our maturer summer, and when we are called to leave this beautiful world we shall go home with the sheaves life's harvest has given us.

To that land far away, 'mid the stars we are told,
 Where they know not the sorrows of time,
 Where the blue waters warble through valleys of gold,
 And life is a pleasure sublime. W. S. S.

THE MILK TRAIN.

Coming down from Oshkosh on the Northwestern road Monday morning, as the train stopped at Kewaskum, a gentleman turned to the writer and asked, "Do you know Sam Nesling?" The writer said he wished he had as many dollars as he knew Sam. Sam is one of the Northwestern's conductors. The gentleman who spoke first said Sam had a heart in him bigger than a cow, which was assented to, and then he started to tell his story as follows:

"One day about two years ago I was coming down on this train, and Sam Nesling was using the can-opener, punching tickets. At Fond du Lac a German got on with a great big bundle of bed clothes and set it up in a seat. We all thought when Sam came along he would make the man take up his bundle and walk into the baggage car, but he took the man's ticket, looked at the bed clothes and passed on. I joked Sam when he came along the aisle, about running a sleeping car, in which passengers carried their own beds, and told him the bed clothes smelled bad, and he ought to bounce them. Sam looked me in the face and said, "Little baby in that bundle," and I could see that the bundle was going to stay there, sure. Mrs. Richard Gunther and Mollie Gary, and Tom Goodfellow, of Oshkosh, were talking with me, and after Sam went out the baby began to cry, O, such

a cry. It was the most mournful cry I ever heard. The German tried his best to soothe the baby, and just as Sam came back a sort of dude complained of the baby's noise, and Sam told him if he couldn't stand the noise he had better get off and walk, 'cause the baby was going to ride 'right thar.' Sam went and tried to talk to the frightened and sorry looking German, but he couldn't make him understand, so he appealed to Mrs. Gunther, who could talk German like a house-afire, to find out what was the matter. She went up to the man and talked with him as kindly as though he was her brother, and pretty soon she came back to where we were with the baby in her arms, tears in her beautiful eyes, and a pain in her heart. She said that the baby's mother was dead and the father was taking it to some kind friends away off somewhere, and the poor man had forgotten to bring along any milk and the baby was nearly famished. It was worth a good deal to see that poor little thing nestle down beside the warm heart of the congressman's wife, but it was not a warm heart that the baby was needing the most, and after it had squirmed around for a moment, as babies *will*, it looked up with a contenance like the man who drew a blank in the lottery, and puckered up it little lip and cried till Tom Goodfellow's eyes leaked and Sam's were wet too, when Sam said, "Tom, can you milk?" Tom said he couldn't exactly milk, but he could hold a cow. Sam said he could hold one horn of a cow, but he couldn't milk worth a cuss, "but," said he as an idea occurred to him, "I have got a brakeman who can milk anything, from a goat to a milk wagon. And I know a cow ranch near the next station, where the cows always look as though they were waiting to be milked." Pretty soon he pulled the bell rope, and the train stopped near a cow yard, and Sam and Tom and the brakeman jumped off and climbed the fence, the brakeman with the baggageman's lunch pail in hand. The engineer and fireman looked out of the cab to see what was up, and then the passengers all raised windows, and when Tom and Sam tackled a big steer in the drove of cows, and tried to hold him, and the brakeman said, "O, come off, will you? Hold this cow," there was a roar from the passengers that frightened the cow, and Tom fell down over a hay rack and got his foot in the mud. But the milking was done, and the three men came back over the fence and Sam shouted, "All aboard!" and the train moved off, the farmer who was loading hay down in the field got off the wagon to come down to see what kind of highway robbers had come by train to rob him, but before he had gone far the train was out of sight. The pail of new milk was brought into the car, some of it was poured into a drinking cup, and when the cup was put to the little mouth by the good lady from Oshkosh, the crying ceased and the passengers heard

a suppressed "yum—yum," that was worth money to hear. After the baby had drank a cup full of the nice, new milk it looked up to the ladies and smiled through its tears, and made them very glad and happy. The baby was given back to the father, the balance of the milk was put in a bottle found in the parlor car and it went to sleep and was laid in the pile of bed clothes, and the three proud fellows that had milked the cow would go by occasionally and look at it as though it was their own. Some one said to the conductor, "Sam, ain't you afraid you will be discharged for stopping the train without orders?" Sam looked for a moment as though he owned the railroad, and said, pointing reverently above, "I *had* orders to stop that train, from the General Superintendent above. Besides, if I get discharged, I guess I can go into the dairy business, can't I, Tom?" And Tom said, "You bet! You can hold a cow as well as any man on this line, and don't you forget it." And the train went on to Milwaukee, while the baby slept.
—*Peck's Sun.*

THE OLD COMMANDER.

Written for the O. R. C. MONTHLY:

What means this gathering o'er this free land, these habiliments of grief and woe?

Why this martial tread, the uncovered head? Ah, 'tis a nations overflow,
Of grief and sadness, of perfect love, emblems of our country's pride,
That our children may remember how a brave, true soldier died.

A soldier, did I say? the first noble victory he ever won,
Was in learning life's first duty, when a soldier's work was done,
And when guiding his troops to victory, there was only one end in view,
Although victorious, Father forgive them, they know not what they do.

I can almost see the gentle breeze kissing the folds of the flag half-mast,
Telling the sad, sad story, the Old Commander has gone at last.
With the deep, long roar of the cannon, and the sweet church bell's relief,
While a brave, true man has fallen, a nation is wrapped in grief.

What? a nation buried in grief because one life-lamp gone dim,
Millions of strong men weeping, a country in mourning for him.
Ah, of all the heroes we have known, out of all Columbia's pride,
Only one Washinton, only one Lincoln, only one Grant has died.

Soldiers, fling every flag to the breeze, remember, only half way up ;
It may lighten the grief a little, perhaps sweeten the bitter cup.
Statesmen guard your laurels well, or among all the mighty van,
Your honors will be but empty ones, beside those of the silent man.

Christians, yea, men of ardent faith, trusting that God alone
Will strengthen you through all suffering, and seat you around his throne,
Pass not by this lesson to-day, how a soldier both kind and brave,
Was patient in doing his Master's will, from the cradle to the grave.

Drape yon picture o'er the mantel, comrade ; good wife gather each fold ;
Tell your children all about him, the story will never grow old.
Soon the grand chorus will be singing Columbia's sweetest song,
Death cements this nation forever, now the Great Commander is gone.

Near where the Hudson's soft clear waters come kissing the ocean's foam,
For the Captain of the Old Guard, brave freemen have found a home.
They will rear a monument telling the many victories he has won,
But the sacred shaft will be in memory of all the good deeds done.

Time nor tide can never efface them, for the golden chords of love,
As they leave the mortal, follow the immortal, to that resting place above,
And how much brighter his life will be, in that sweet and happier home,
With Him who gave us the Old Commander—now claims him as His own.

See yon flag all draped in mourning, but the stars are shining bright,
Even they and the stripes all past the gloaming, sweeter in the bright sunlight,
Columbia looks on with her fiery eye, by his grave the blue and the grey,
As we answer back with joyful hearts, no north no south to-day.

Be very kind, our Heavenly Father, to that mother and children bereft,
Thou hast taken the strong right arm, Thou alone can'st save the left ;
"They may need some hand to guide them," the journey so sad and lone ;
Thou hast taken the Old Commander our country thought its own.

Sing the anthems, oh, how sweetly ! List ye to the voice of prayer !
Renew the love for home and country—may peace reign evermore.
O, what a gathering, grand old meeting, recounting the victories won,
As the angel records the name of Grant beside Lincoln and Washington.

E. H. BELKNAP.

RISE AND FALL OF THE ROLLER RINKIST.

BY BILL NYE.

I have once more tried to ride a pair of roller skates. That is the reason I got down on the rink and down on roller skates. That is the reason several people got down on me. That is also the reason why I now state in a public manner to a lost and undone race; and unless the roller rink is at once abolished, the whole civilized world will be plunged into arnica.

I had tried it once before, but had not carried my experiments to a successful termination. I made a trial trip around the rink last August, but was ruled out by the judges for incompetency, and advised to skate among people who were hostile to the government of the United States, while the proprietors repaired the rink.

On the 9th of September, I nestled in the bosom of a cyclone to excess, and it has required the bulk of the succeeding months for nature to glue the bones of my leg together in proper shape. That is the reason I have not given the attention to roller skating that I should.

A few weeks ago, I read what Mr. Talmage said about this great national vice. It was his opinion that if we skated in a proper spirit, we could leave the rink each evening with our immortal souls in good shape.

Somehow it got out that on Thursday evening I would undertake the feat of skating three rounds in three hours with no protection to my scruples, for one-half the gate money, Talmage rules. So there was quite a large audience present with opera-glasses. Some had umbrellas, especially on the front rows. These were worn spread, in order to ward off fragments of the rink which might become disengaged and set in motion by atmospheric disturbance.

In obedience to a wild Wagnerian snort from the orchestra, I came forth into the arena with my skates in my hand. I feel perfectly at home before an audience when I have my skates in my hand. It is a morbid desire to wear the skates on my feet that has always been my *bete noir*. Will the office boy give me a brass check for that word so that I can get it when I go away?

My first thought, after getting myself secured to the skates, was this: "Am I in the proper frame of mind? Am I doing this in the right spirit? Am I about to skate in such a way as to lift the fog of unbelief which now envelopes a sinful world, or shall I deepen the opaque night in which my race is wrapped?"

Just then, that end of the rink erupted in a manner so forthwith and so

tout ensemble that I had to push it back in place with my person. I never saw anything done with less delay or less languor.

The audience went wild with enthusiasm, and I responded to the encore by writing my name in the air with my skates.

This closed the first seance, and my trainer took me in the dressing room to attend a consultation of physicians. After the rink carpenter had jacked up the floor a little. I went out again. I had no fears about my ability to perform the mechanical part assigned me, but I was still worried over the question of whether it would or would not be of lasting benefit to mankind.

Those who have closely scrutinized my frame in repose, have admitted that I was fearfully and wonderfully made. Students of the human frame say that they never saw such a wealth of limberness and looseness lavished upon one person. They maintain that nature bestowed upon me the hinges and joints intended for a whole family, and therefore when I skate, the air seemed to be perfectly lurid with limbs. I presume that this is true, though I have so little leisure while skating in which to observe the method itself, the plot or animus of the thing, as it were, that my opinion would be of little value to the scientist.

I am led to believe that the roller skate is certainly a great civilizer and a wonderful leveler of mankind. If we so skate that when the summons comes to seek our ward within the general hospital, where each shall heal his busted cuticle within the walls where rinkists squirm, we go not like the social wreck, morally paralyzed, but like a hired man taking his medicine, and so forth—we may skate with perfect impunity, or any one else to whom we may be properly introduced by our cook.

Skating on the roller skate is like riding on a railway train. If the management is good and we behave ourselves, we feel safe. Rinking in and of itself is not dangerous from a moral point of view—with good associates and a solid road-bed we are safe. So it is also in traveling. If our rink tickets are good in a well conducted rink, and our railway tickets over the Great Rock Island Route, we have done wisely and the rest remains with us. We may wreck ourselves in front of the engine or injure ourselves morally and physically at the rink if we wish to. There are many however who are not agitated over the rink question. To such it might be well to say that the Rock Island Road is still carrying people with comfort, elegance, economy and dispatch.

LADIES' LITERATURE.

MOTHER'S DOUGHNUTS.

EL DORADO, 1881.

I've jest bin down ter Thompson's boys, 'n' feelin' kind of blue,
 I thought I'd look in at "The Ranch," to find out what wuz new;
 When I seen this sign a hangin' on a shanty by the lake :
 "Here's whar yer gets yer doughnuts like yer mother used to make."

I've seen a grizzley show his teeth ; I've seen Kentucky Pete
 Draw out his shooter 'n advise a "tenderfoot" ter treat ;
 But nothin' ever tuk me down 'n' made my benders shake
 Like that sign about the doughnuts that my mother used to make.

A sort o' mist shut out the ranch, 'n' standin' thar instead
 I seen an old white farm house, with its doors all painted red.
 A whiff came through the open door—was I sleepin' or awake ?
 The smell was that of doughnuts like my mother used ter make.

The bees wuz hummin' round the porch, whar honeysuckles grew ;
 A yellow dish of apple-sass wuz sittin' thar in view,
 'N' on the table, by the stove, an old-time "jhonny-cake,"
 'N' a platter full of doughnuts like my mother used to make.

A patient form I seemed ter see, in tidy dress of black ;
 I almost thought I heard the words, "when will my boy come back ?"
 'N' then—the old sign creaked ; but now it was the boss who spake :
 "Here's whar yer gets yer doughnuts like yer mother used ter make."

Well, boys, that kind o' broke me up, 'n' ez I've "struck pay gravel,"
 I ruther think I'll pack my kit, vamose the ranch, 'a'travel,
 I'll make the old folks jubilant, 'n', if I don't mistake,
 I'll try some o' them doughnuts like mother used to make.

—Chas. Follen Adams in *Harper's Magazine*.

—A very sensible writer says : "We have often noticed that the young man who shrieks most frequently and shrilly for an improvement in the character of our women, both mentally and physically, is usually a little

half crank, spindle-shanked and lantern-jawed — weighing about one hundred pounds, who has not enough sense of his own to get off the track when the cars are coming. Let's have no more such nonsense. The girls and women of to-day are a great deal too good for the deserts of the average man. When you hear a man growling about the depreciation of the gentler sex, set him down as a nincompoop."—*Cinn. Saturday Night*.

—I have noticed that whenever a woman shows a desire or capacity to rise above the usual husband-cuddling, cradle-rocking, housekeeping style of female, there is always some man (I hate 'em) to jump up and try to drag her down as near his own level as he can. He is oftentimes so anxious that he will even, when there is uncertainty as to her identity, charge her with being a man. Great heavens, if all the women were men, and had been so for the last 2,000 years, there wouldn't have been a mourner at the foot of the cross on Calvary's dark and dismal day—not one !—*Mary Jane*.

—"Now," said the bridegroom to the bride when they returned from the honeymoon trip, "let us have a clear understanding before we settle down to married life. Are you to be president or vice-president of this concern?" "I want to be neither president nor vice-president," she answered, "I will be content with a subordinate position." "What is that?" "Controller of the currency."—*Boston Courier*.

—The husbands of Chicago have been refused their wives' letters by the postoffice authorities, and the air thereabouts has been blue ever since. Down this way it is considered that no decent, well-bred man would read his wife's letters except by request.—*Indianapolis Times*.

—When Eve brought woe to all mankind, old Adam called her *woe-man*;
But when she *woo'd* with love so kind, he then pronounced it *woo-man* ;
But now with folly and with pride their husband's pockets trimming,
The ladies are so full of *whims* that people call them *whim-men*.

—*Old Rhymes*.

—At the station down in Indiana the Lake Shore Company employs a lady ticket agent. She is a good agent, and attends closely to her business, but she is a woman still. The other day a lady traveller stepped up to the ticket window and inquired about a train that was a little late. "Will the train be long?" she asked, meaning if it would be long in arriving. "Oh, yes," was the reply of the fair ticket agent, "longer than last season, but without so many ruffles around the edge."—*Chicago Herald*.

—We censure the inconstancy of women when we are the victims ; we find in charming when we are the objects.—*L. Desnoyers.*

—The highest mark of esteem a woman can give a man is to ask his friendship, and the most signal proof of her indifference is to offer him hers.

—Women among savages is a beast of burden ; in Asia she is a piece of furniture ; in Europe she is a spoiled child ; in America, she is man's equal.

—Men are people who make rules ; women are people who make exceptions.—*Lord Beaconsfield.*

—The first thing some women will want to do when they get to heaven will be to hunt up a broom and dust-pan and clean house.

—There are three kinds of women, financially speaking. 1. The woman whose dollar has ninety cents. 2. The woman whose dollar has one hundred cents. 3. The woman whose dollar has one hundred and ten cents. On this margin of twenty cents in the dollar, family fortunes rise and fall.—*Chicago Inter-Ocean.*

—Are there not women who fill our vase with wine and roses to the brim, so that the wine runs over and fills the house with perfume ; who inspire us with courtesy ; who unloose our tongues and we speak ; who annoint our eyes and we see ? We say things we never thought to have said ; for once our walls of habitual reserve vanished and left us at large ; we were children playing with children in a wide field of flowers. Steep us, we cried, in these influences, for days, for weeks, and we shall be sunny poets, and will write out in many-colored words the romance that you are.—*Emerson.*

—It is a rare thing to see a woman successful in the railroad business, but the sex seem to be gradually forcing their way into all occupations and trades, and occasionally showing the young men how to succeed in the world. At Newark, N. Y., a young girl 14 years of age, whose father is a track walker, learned telegraphy and was appointed by the Old Sodus Bay railroad company, passenger, freight and ticket agent. There was little business at that point then, but when the Pennsylvania company took charge of the road business increased largely. The young woman was retained as station agent and ticket seller although she was relieved of looking after the freight and baggage departments. She gives excellent satisfaction, is full of business, and perhaps one of these days may climb to the top of the great corporation that she now labors so faithfully for.—*Elmira Daily G. & F. P.*

—A surgeon who wished to compliment the heroism of a soldier who had just had his leg amputated, told him that he stood it like a woman.

—A truly refined and cultured woman may have a loud rasping voice, but the writer has never yet chanced upon such a rare creature. Mothers should check in their youngest as well as in their older children the harsh utterances that proclaim to the world the lack of innate refinement, as well as the absence of proper maternal training.—*Exchange*.

—My daughter, when you note that the man who wants to marry you is just too awfully anxious to learn whether you can bake a loaf of bread or wash a shirt with Chinese dexterity, before you close the negotiations, do you just fly around and ascertain if that man is either willing or able to earn enough flour to make a biscuit, and if he has paid for the shirt he wants you to wash. Nine times out of ten, daughter, the man who only wants to marry a housekeeper can be kept more economically in the work-house than he can in your father's house.—*Burdette*.

—MOTHER.—No other name sounds half so sweet to me as this beloved old Anglo-Saxon word, whose simple mention stirs some silent chord within my heart, and brings me back to thee; methinks thy dear and radiant face I see when I, a babe, my fledgling fancy soared within a little world where light was poured from out thine eyes—so full of sanctity. When prattling babyhood had passed away, thy tender care led my untutored steps through narrow ways till manhood looms apace, and then my buoyant bark in unknown depths sets out alone, while thou thy steps retrace back unto Him who lives in endless day.—*Edward A. Oldham in The Current*.

—As a little offset to the many "toasts" proposed by man to woman, we copy a capital one emanating from a clever woman's brain when asked to toast the men: "God bless 'em. We halve their joys, double their sorrows, treble their expenses, quadruple their cares, excite their affections, control their property, and out-manuever them in everything. This would be a dreary world without men. In fact, I must say, it would not be much of a world without them, anyway. We love 'em and the precious fellows don't know it. As husbands, they are always convenient, but not always on hand. As beaux they are by no means matchless. They are most agreeable visitors; they are handy at fairs and indispensable at theaters. They are splendid escorts for some other fellows wife's sister, and as friends they are better than women. We are ready to cry, or lie, or fly for them—in fact, do anything but—die for them."—*Public Press*.

Fraternal.

DES MOINES, IA., August 3, 1885.

EDITOR MONTHLY—*Dear Sir* :—I had the pleasure of attending the meeting of Des Moines Division No. 38, on July 26th, and can say in my opinion they had a real good meeting, and among other matters presented for discussion were the following questions, all of which was discussed at length by such veterans of the Order as brothers Ed. Coman of 55, Rickabaugh of 66, Crane of 106, Bridenstine, Hollingshead and Bull of 38, and others, which to me was very interesting, I assure you. Now to the questions :

- 1st. What, in your opinion, should constitute permanent membership in the Order ?
- 2d. What, in your opinion, should constitute eligibility for membership in the Order ?
- 3d. When, in your opinion, should the sessions of the Grand Division be held ?
- 4th. What, in your opinion, should be the life of a Withdrawal Card ?
- 5th. In your opinion, are Division Cards a benefit or detriment to the Order ?

Now to some of the "old heads" these questions may appear trifling, but to *me* there seemed to be room for many hours of interesting discussion, and the more that was said the more interesting they seemed to grow. I will only state what the general opinion was in regard to but one question, that of No. 3. All who spoke were in favor of *May* as the proper month for the sessions of the Grand Division to be held. Now if you deem this worthy of your notice you may use it to fill up some corner in the MONTHLY, or the waste basket, as you elect. Now, I have one favor to ask. Should anyone ask you who ever thought to ask such questions in any division, you may answer that it was—

"A GREENHORN."

ROCHESTER, N. Y., July 20, 1885.

EDITOR MONTHLY :—An excursion to Niagara Falls, via N. Y. C. & H. R. R'y, and under the auspices of Rochester Division No. 8, was run yesterday. The train consisting of one baggage and one drawing room car and seventeen first-class coaches, drawn by locomotives 110 and 585, in charge of engineers Gould, Jr., and Hazen, with brother J. C. VanDake in charge of all, as conductor, left Rochester at 9:15 a. m., arriving at Buffalo (70 miles) at 11:15 a. m., and at the Falls at 12:15 p. m. Returning, left the Falls at 7:10 p. m., arriving at Rochester at 7:40 p. m., all well pleased with the trip. The following brothers accompanying the excursion : Clark, Shults, Treadway, McNaughton, Brown, Vandenberg, Phillips, Caffery, Felds, Spelman, VanDake and Sackett. Several of the above were accompanied by their families, especially brother Spelman, who feared that the drawing-room car would be too warm if the lamps were lighted. At Buffalo we saw brother Hoadley, of Division 10, brother Marean, of Division 9, and brother Showerman, of Division 2. At the Falls we met brothers J. R. Jackman, Tuskey and Gardner, of Division 2, and brother Ives, division forgotten. The thanks of the division are due the superintendent, dispatchers and depot-master at Rochester, for many favors, which are thoroughly appreciated by us all. A big time is expected at Portage the 26th instant, when four excursion trains will be run from Buffalo, Rochester, Elmira and

Wellsville, (via Erie,) under the auspices of the O. R. C. of Divisions 2, 8, 9 and 176. If anything noteworthy occurs your correspondent will apprise you.

In P. R.,

"PLAIN ERIE."

JANESVILLE, Wis., Aug. 5, 1885.

EDITOR MONTHLY—DEAR SIR :—I am very much pleased to see such an improvement in our insurance. Hope it will continue, as most conductors spend enough money foolishly each month to keep the insurance up, and then say they can't afford to get insured, so we ought to have twice as many as we now have. Enclosed find \$2 for my August dues.

Yours in P. F.,

INS.

ATLANTA, July 31, 1885.

EDITOR MONTHLY—Atlanta Division, No. 180, was organized June 28, at Union Hall, 47½ Broad street, with twenty charter members. Out of the twenty, fourteen were present.

The division was organized by D. G. C. C., L. R. Carver, of Keokuk, Iowa. He was efficiently aided by brothers J. R. Roberts, E. N. Agnew, Division 66; William Hollingshed, David Bridenstine, Division 38; R. M. Green, Robert C. Cowardin, Division 135; T. M. Mitchell, C. F. Gulden, J. C. Frist, R. B. Stegall, G. C. Dixon, Peter Gorman and George D. Ferguson, Division 148.

We feel very proud of our new division. The work of the Order is beautiful and impressive. We are now in our infancy, but we are learning to crawl and will soon be walking. We are going to put our shoulder to the wheel, and never relax our energies till we have climbed the grade of prosperity. We have the necessary means and material here, and there is not any excuse for us not having a fine division.

Our officers elected are C. W. Mangan, C. C.; R. A. Broyles, A. C. C.; J. P. Mayes, Sr. C.; H. G. Bradley, Jr. C.; C. F. Marshall, S. and T.; W. N. Johnson, I. S.; C. F. Morgan, O. S.

We heartily enjoyed meeting with so many new friends, and we hope they enjoyed their visit to our sunny clime, although we feel embarrassed because we did not give them a royal reception while here. Come again, boys; we will give you a good old Georgia reception next time.

One of the visiting brothers from Iowa, while here, succeeded in capturing a large devil crab, and was much elated over it. He had it prepared for the table, and had his friends to partake. The occasion was really enjoyable. Our brother preserved the shell, and carried it home to his wife for a parlor ornament. We also had another brother from Iowa, who very readily recognized Atlanta and many other points on his line of travel, as he had "marched through Georgia." Our brother found the fortifications here yet, but the battle is over and forgotten; we are now one people, and want to remain so.

We have the same locomotive (No. 3), on the W. & A. railroad, performing service now, that the Federal soldiers captured at Big Shanty during the war and tried to escape through the lines but was caught. We also have the same engineer that made chase after them—Uncle Jeff. Cain; he is still running an engine on the W. & A. railroad.

I will try and give a more interesting communication next time.

Yours in P. F.,

H. G. B.

B

WINSLOW, Ariz., July 20, 1885.

EDITOR MONTHLY:—I am glad to see the question of "Appeals for Aid" agitated, and hope some good brother will show us a *cheap* way out of the trouble. Our division is usually very liberal, but they are complaining of the frequent calls for aid. We had rather a hard time to get a vote of \$15 for the assistance of deceased brother's family out of the division at our last meeting. Would it not be a cheaper and better way for each division to insure its own members who would not, or could not, through poverty or some other cause, insure themselves? Am afraid it won't be long before these appeals will be useless, but for one am always ready to respond as long as I can get a dollar. Yours in P. F.,

L. W. ROBERTS.

CANMORE, July 29, 1885.

EDITOR MONTHLY:—As it appears that I am the only correspondent west of St. Paul, I will try and keep the readers of the MONTHLY posted as to affairs on the west end of the Canadian Pacific. Construction work is moving along slowly but surely, and in a month or so from now the Can. Pac. R'y will stretch from tide water to tide water, and will be the longest continuous line of road in the world under one company. Three of the four train-masters between Lake Superior and the heart of the Rocky mountains are members of Division No. 47; also one of the superintendents—John Niblock. John A. Cameron holds forth as T. M. in Winnipeg, Hector McKay the same in Moose Jaw, and last, but not least by any means, the worthy and well known veteran, William Lovelock, whose headquarters are at Donald, British Columbia.

I wish to ask through the columns of the MONTHLY if George J. Royer, of Division 40, is keeping hotel anywhere.

Miss Buchanan, sister of R. T. Buchanan, of Division 15, met a sorrowful fate in Brandon, Manitoba. The hotel in which she was staying was destroyed by fire, and she was a victim. Her brother Sam. was lessee of the hotel.

I think it was a good idea to omit publishing resolutions, but I would like to read more acknowledgements from parties receiving aid from the Order. "I would like to know" the reason why the windy editor of the *Railroader* so wilfully misconstrues any statement you make. He tries to throw a slur by stating that you were once a freight brakeman. Most conductors have climbed box-cars. I think the *Railroader* is the most bitter enemy railroad men have. No matter what happens on any road, great or small, it appears in the *Railroader*, and it contains a mass of the most unreliable news imaginable. No matter how big a rascal an official may be, his name appears as a "most thorough gentleman, and highly esteemed by all." The *Railroader* makes me sick, and I would ask the members of the Order, one and all, to put their foot on its neck as much as possible. It is doing all it can to injure the O. R. C. Disguise the matter as they will, it is the most give-away production in existence. Of course this is the fault of its editor. I don't think that he should publish everything sent him. Re-blacklisting! The *Railroader* blacklists more railroad men in one year than officials do in ten. Let a railroad man make ever so small a mistake, or ever so great a one, and out it comes in print. We had one patron of the *Railroader* out here, but he did not remain long. While here he sent all items promptly, some true and untrue. The paper is unknown out here, and I hope it will remain so.

Yours in P. F.,

LEONCHOIL.

KEOKUK, July 22, 1885.

C. S. WHEATON, GRAND C. C., Cedar Rapids, Iowa:

DEAR SIR:—Not having seen anything in the journal from Div. 66, and thinking, perhaps, the brethren were not equal to the task this hot weather, and knowing you to be a man of patience, as you have been at the head of a family for some time, you will think kindly of me in presuming to write a letter for the journal.

Tuesday evening, June 23, when all nature was at rest, the little birds had tucked their heads and gone to sleep, the festive grasshopper had ceased his ramblings, the cricket was heard to chirp as he came from his hiding, I was sitting enjoying the breeze wafted from the mighty waters of the Mississippi, I was startled from my reverie by a pull at the door bell that caused me to think something had happened. On opening the door, I found good brother Carver, D. G. C. C., seeking admission, who informed me he had just received orders to proceed to Augusta, Georgia, and organize a division of O. R. C., and wanted my husband to accompany him. Brother Carver, having been one of the gallant number who carried a musket in the late unpleasantness, and having become somewhat timid, deemed it best to invite some of the brethren to accompany him as an escort, as well as assistants. Brothers David Bridenstein; William Hollingshead, of Division 38; E. N. Agnew and J. R. Roberts, of Division 66, all being men of cool heads and muscle, were chosen in this capacity. We, not having as much confidence in the courage and ability of our better halves as our own good brother Carver, and thinking to fulfil our vows at the hymenal altar, deemed it our bounden duty to consider ourselves among the number, that we might be on hand in case of emergency, to see that our husbands had ample protection.

We boarded the St. L., K. & N. W. train at midnight. Conductor Jameson being knight of the punch, landed us safely in St. Louis at 7:30 next morning. At St. Louis we were met by an esteemed brother, Stillwell, depot master at this place, who escorted us to the O. & M. train, this being one of the best, safest and most reliable roads leading east from St. Louis, and was given in charge of brother M. F. Compton, Secretary of No. 3, who had charge of our train to Vincennes, Ind. This brother, being of an observing mind, noticing the condition of our party, thought best (in order to preserve the credit of the Order), to telegraph to Dr. King, C. C. of No. 3, to meet him at Vincennes on next train, armed and equipped for campaign to Atlanta, to act as Rear Guard for party from Keokuk. At Vincennes we were served with a most excellent dinner at Depot Hotel; then taken in charge of by Conductor C. E. Miles, who landed us safely in Cincinnati. At 8:40 P. M. we left *via* C., N. O. & T. P., with Conductor J. A. Kelly in charge. After a good night's rest in one of those elegant Mann Boudoir cars, we were awakened to breakfast at Oakdale, a very picturesque place in the Cumberland mountains, about eighty-five miles from Chattanooga.

On arriving at Chattanooga, we secured carriage and guide and visited Lookout Mountain. It was here, during the late war, that the battle above the clouds was fought by General Hooker. Anyone wishing to know the distance from Chattanooga up Mt. Lookout, I will refer them to Mr. and Mrs. J. R. Roberts.

Left Chattanooga Saturday, at 4:45 P. M., *via* Western Atlantic, brother J. C. Moore in charge of our train, and arrived at Atlanta about 7:30. Here we were cared for by a committee of conductors who were soon to be initiated in the mysteries of the O. R. C., and escorted to the Kimball

House, where we were royally entertained as true Southern hospitality knows how to entertain; and if any of our northern friends should wander that way, we would advise them, while sojourning in that beautiful city, to register at the Kimball.

Sunday evening, ate our supper at Atlanta, slept while passing through Tennessee, breakfasted at Stevenson, Alabama, dined at Guthrie, Kentucky, supped on the Ohio river, slept in Indiana, breakfasted next morning in St. Louis, and arrived home at 5:45 Tuesday evening, June 30, having traveled in less than forty hours about one thousand miles, all of which brother Roberts considers worth \$1.55.

M. C. A.

FARGO, DAKOTA, July 9, 1885.

EDITOR MONTHLY—Division No. 72 seems to be a stranger in the columns of the MONTHLY, but the brothers are not strangers to the MONTHLY, and would like occasionally to see their name in *big print*. Our division is in a flourishing condition, but some of the brothers don't seem to take the interest that they ought, and need a little jacking up. Our officers are as follows: C. C., J. H. Trotter; A. C. C., J. F. Kilbourn; S. C., T. R. Sloan; J. C., J. W. Burnett; I. S., Milt. Lowry; O. S., Jerry Behan. Brother Kilbourn was elected at a special meeting, June 26, to fill vacancy caused by the withdrawal of brother J. McGee.

At the last regular meeting, June 26, the division was the recipient of numerous "begging letters," charitably called appeals for aid, which brother Baker, our worthy Secretary and Treasurer, laid before the division. The letters should be used to point a moral and adorn a tale—in each of them the brother had been about to enter the insurance, but had put it off, from day to day, until the old Harvester, with his sickle keen, called around one day, and it was everlastingly too late. The same old story—wife and family of small children left entirely destitute. The members who contribute to the insurance fund think it hardly fair that they should be called upon, and don't feel like voting away the funds of the division. The first duty of every member is to provide for his family in case of death. Brother Behan made some very pertinent remarks upon this subject, which should be framed and sent as replies to the writers of the letters.

Business in our line is very dull, but we are hoping for a good wheat crop and good prices, which means prosperity for the railroad men.

C. P. D.

PHILADELPHIA, July 9, 1885.

EDITOR CONDUCTORS' MONTHLY—Thinking, perhaps, that the Order of Railway Conductors at large would like to hear that West Philadelphia, No. 162, was alive and hard at work for the good of the Order, I take the opportunity of informing them that we are doing nicely. We organized with twenty-seven members, and number at present forty-five members, with four new applicants for our next meeting. I will say that every brother in the division takes an active interest in the work, and never lets a chance go by for new recruits; and as to the insurance, we are gaining slowly but surely, and hope by the first of the year to have all the brothers in the division insured.

As to the subscriptions for the MONTHLY, I would say, as division agent for the MONTHLY, that I expect to send in a good list of names shortly, as we all think it is a good companion as well as a medium of the Order.

I would also state that we are giving an excursion to Atlantic City on Wednesday, August 19, and expect to have a good day's fun, and would

invite all the brothers that can go to come and enjoy a good day's fun by the seashore. Brother C. C. William Post, brother Clothier, and your correspondent, have left the freight service on the New York division of the Pennsylvania railroad, and gone into the passenger service under instructions for passenger conductors. It is to be hoped that we will be successful and pass a creditable examination, for the benefit of future freight conductors as well as ourselves.

Now, one word to division Corresponding Secretaries, and that is—are they ashamed to sign their names in full to their correspondence? If you are, I would say, don't send them; if not, then sign in full for the benefit of your readers.

Wishing success and prosperity to the Order, I remain,

Yours in P. F.,

WM. J. MAXWELL,

Cor. Sec. West Philadelphia Div. No. 162.

BOSTON, MASS., March 16, 1885.

EDITOR MONTHLY—I have waited a long time to hear a report from the regular correspondent of this division, but as the brother has his hands full of work, I shall endeavor, unknown to him, to assume the functions of his office. Well, brother readers, you are all aware that Boston Division, No. 122, of our noble Order, was organized July 20, 1884, with a charter list of twenty members, only fourteen of whom were present. Since that time, the division has grown slowly but surely. The Order being a new one in this part of New England, it was looked upon with distrust until the Grand Division met here, when it received an impetus, and it is good to know that the holding of the Grand Division in this city was the means of bringing many who had, prior to date of meeting of Grand Division, hesitated as to joining the Order, into the Order. Boston now contains two divisions, but it is of Division 122 I wish to speak more fully, leaving to older and wiser heads the duty of speaking for the junior division in this city. Division 122 has a good corps of officers. For C. C., we have brother Henry E. Cronin, who represented the division so ably at the last Grand Division; always attentive to his duties, he has earned for himself an enviable record as a railroad man, and is highly esteemed by the officers of the road with which he is connected; always promptly on time at all meetings of the division, his example is one to be copied by brothers of all divisions; a bright future awaits him, as he is indefatigable in all his work, not only at his profession, but in the work of the Order. For A. C. C. we have jolly Phil. Morrison—good-natured, solid as a rock, and attentive to all duties, professionally and in the Order; only one thing ails brother Phil—he ought to “shoot” his whiskers, as the March winds are liable to blow through them. For S. C., we have “Shorty” Hill; everybody in the railroad business knows “Shorty;” always ready with an answer to all questions, he possesses a fund of humor to be envied; he is a hard worker in the interests of the Order, and will receive his reward hereafter. For J. C., we have brother George H. Howe, a popular conductor on the B. & A. railroad, and one whose interests in the Order are never permitted to flag. For I. S., we have brother John Fitzgerald; everybody knows “Fitzy,” the boys of the division especially; if ever an order had a watch-dog, Division 122 has one in “Fitzy;” his knowledge of parliamentary rules stands him in good stead; bluff, hale and hearty, he is the pride of our division. At the last meeting of Division 122, the familiar face and form of brother F. was missing; many were the conjectures as to the cause of his absence until it was whispered (tell it gently), Division 122 has a new member, whose first degree will be the “Oh, my!”

degree; it is a boy, and congratulations are in order from the brothers of Division 122; we hope to see the smiling face of the proud and happy father gracing the chair of the I. S. at our next meeting. For O. S., we have brother A. E. Holden, one of the most popular conductors on the Boston and Providence railroad, and an energetic worker. Brother Holden has lately taken upon himself a new responsibility, viz., that of paying the bills of some other fellow's sister; he has the good wishes of the brothers of the division. For S. and T., we have brother Richardson, whose aim is to be always on time and keep things in shape. Collectively we have a band of noble brothers, who have the interests of the Order deeply at heart, and whose aim is to advance the interests of the Order in all respects. A hearty welcome will be extended any brother of the Order who should ever happen in Boston by the brothers of this division.

Yours in P. F.,

VERITAS.

GALESBURG, June 27, 1885.

Receiving a kind and pressing invitation from the worthy brother and Chief Conductor of Friendship division, No. 81, at Beardstown, to attend their regular meeting of June 14th, I could not forego the pleasure and not comply. So after a hard day's work, I laid aside my regimentals and donning my Baptist coat, which I felt necessitated in wearing because the good close communion gentleman, Bro. Coons, was to meet me in Bushnell, and as I stepped off train No. 101, in charge of that excellent Congregational brother, E. S. Kimball, I espied the red signal which brother Coons always carries; and this time it seemed a little slicker and nicer, having had it cut *a la pompadour*, in imitation of the "Houlihan Route." After shaking his hand (hardened with the grip of many a year's hard labors, but his heart ever merry to soften the hard spots which center around the pathway of every one's life), we stepped aboard the St. Louis & Rock Island "cannon ball," in charge of Mr. John Crane, who pilots the passengers from Rock Island to Beardstown, and dines them at his eating-house, so kindly presided over by his estimable wife. On our arrival we were met by a goodly number of friends, who seemed to deem it a pleasure to visit with one who, hailing from another (and younger) division, laid no claims to rank, superiority, or even any more skill or proficiency in the work which has been or is to be accomplished, but, if one peculiarity in any respect, a little more pride in endeavoring to be a little stronger, a trifle more earnest, catching the echo a fathom deeper as it is wafted on the breeze that proclaims the true and earnest meaning of those two significant words: "Perpetual Friendship." To impress the truthfulness of this was my only mission when I promised to meet with those brothers in their division.

After a little stroll around the city, we were kindly taken in charge by two of the younger brothers, who gave us the freedom of their room for the night; and, soundly sleeping, I might yet have been dozing had I not been awakened early in the morning by my red-headed companion (a gentleman—explanations are always in order), who informed me that a carriage with a horse attachment was quietly awaiting our pleasure on the outside. On asking my friend why he did not drive in, he replied the animal was minus the annual pass-word, and could not get in. Just for a minute, I felt like complimenting the poor brute of the animal kingdom, inasmuch as he seemed unwilling to follow in the wake of many brothers, who, having learned it once, have forgotten it, and feel timid in asking the second time. The pleasant aroma of two hams around that quiet hamlet on that beautiful Sabbath morning gave us a vigorous appetite, as Mr. and Mrs. Crane can

truthfully attest. After breakfast we were taken in charge by Mr. Thorne, bridge inspector and the genial Chief Engineer of that division, accompanied by brothers Hamilton and Cory. We sailed up and down the bay which puts out by the side of the Illinois river, until the hour of dinner, when, by invitation of brother Frank Hamilton, we sat down at the cheerful table which was prepared by his good wife, who has stood by him closer than any brother in times when it tried men's souls, and who now sees the brightness of the dawning of the happy days which she helped to bring about, and which he feels safe in honoring by his love and faithfulness; his goodness is realized by every member of his division. From there we proceeded to the division room of 81, and although the afternoon was rainy and unpleasant, a goodly number were present. Whether an enjoyable meeting was then held, I leave for those brothers to say. I talked for two long hours, and could you, kind reader, have seen the cheerful, smiling countenances, the look of supreme pleasure, the sighs of relief as they came from each heart as I spoke the *last word*, you could but feel that your visit was well repaid. Just think, standing there in their beautiful hall and talking for two solid hours; never a thought before of what I would say; no knowledge now of what I did say; and the next day I heard that every brother was still alive! Thank God for small favors.

They have a neat and tidy hall, well furnished and all their own, and going forward with renewed interest in their duty and work.

It was not all complete until I had accepted the kind invitation of brother Golden, Chief Conductor, and his estimable wife, to dine with them, and seated at their table surrounded by their beautiful children, I saw once more the verification of the adage—a happy family. After spending an hour at the general office of the Rock Island division with that genial gentleman, Mr. P. H. Houlihan, trainmaster, my red-headed friend and I bade adieu to the city whose genial and hospitable inhabitants have more grit and sand in their claws, in their streets and all over, than perhaps any village hereabouts.

E. H. B.

MY DEAR MONTHLY :—A trip across the continent has suggested a few thoughts and a few fancies. Kindly allow me space for them. I visited Oregon, the glorious Oregon, and though I came from where the mighty Niagara is ever sounding in my ears, to that fair state, and to beautiful Portland, where the tide-waters of the Pacific mingle with the mountain torrents and broad waters of the Columbia, over three thousand miles from home, and yet I was not a stranger, kind faces beamed a welcome, willing hands were stretched forth and gave me greeting, and we called each other brother, yes brothers in Perpetual Friendship, a lasting and practical illustration that the warm ties of our glorious Order have at last spread from ocean to ocean, and cemented us together in one noble brotherhood. I visited Mount Hood division No. 91; found them doing nicely, with able, intelligent and willing officers, with a good live, active membership, and with the energy which I am sure they possess, there will be no such word as fail. Mount Hood division will stand a lasting monument to its founders, and like the snow capped mountain, from which it takes its name, I trust it may be even as enduring, steadfast and pure.

Brother W. O. Mohler, who so ably represented No. 91 at Boston in 1884, is the secretary, and is untiring in his efforts to promote the interests of the Order. Everything that men can do for each other was done by the members of 91 for my comfort and pleasure, while a sojourner on the Pacific coast. And to brothers Mohler, Clough, Banks, Barns, Lyon and

many others, I owe my hearty and sincere thanks. "May they live long and prosper." I also owe my kindest thanks and warmest gratitude to many of the conductors on the N. P. R'y, who made my journey pleasant, and especially to brother C. A. Bair of Helena, for courtesies extended. Bro. Levi Greer, Supt. at Fargo, was also untiring in his efforts to make our journey pleasant, and the kindness of these dear friends will ever remain among the archives of my memory, and be treasured while life shall last.

But my dear MONTHLY, there can be no crown without a cross, neither did I pass entirely in sunshine; there are shadows, also, even in our Order. At one place a friend whom I have known for years, met on the platform a conductor who wore the O. R. C. pin, and who was resplendent in blue broadcloth and new brass buttons (probably his first ones) and said to him, "let me introduce you to a member of the Order from the East," then spoke the man in brass "is he looking for a job?" but thank God I was not. But had I been, would that question have encouraged me? was this member of the Order who asked such a question remindful of the duty he owes to the Order, to brothers of the Order or to himself? In other words, had I been in search of a situation, he preferred not to make my acquaintance.

Again, while on my journey I visited a division, I think perhaps, you, Mr. Editor, can locate it; I will, however, call it No. 58. While in open session and under the head of "Good of the Order," a brother arose and stated that brother — of — division, desired a situation; he was sadly in need of one, had a wife and children to care for, was willing to accept any position that would support his family. What attention was given to this appeal, which, though it went straight to my heart, affected the Chief Conductor only to the extent that he said, "you have heard the statement, any of you who know of a situation are at liberty to help the brother." At liberty to help him! were they not bound by the most sacred ties which men can assume to use their influence to obtain for that brother a situation? And just to the extent that you, my brothers, are willing to assist an unfortunate member of the Order to obtain a situation may you expect to receive when you are in need of it. We are not doing our whole duty. We might if we would, use our influence often when we remain inactive, shifting the burden and responsibility to other shoulders. Let us be more careful and afford this protection to our unfortunate members, not only in theory but in practice.

Allow me one word on the much-mooted blacklist question. I have never understood this system until since my return from the coast. I shall state one or two cases as told to me. Bro. B. who was at one time employed in the C. P. yards at Sacramento, at \$75.00 per month, obtained four week's leave of absence, and went about seeking a situation that would pay better, and where the prospects for advancement would be more promising. He went to Virginia City, Nevada, and there obtained a brakeman's place at \$115.00 per month. He immediately returned to the yard-master at Sacramento his switch key, the only property of the company's in his possession. After working two months he was informed that he was discharged from the services of the company on account of being blacklisted from the C. P. He went back to the Supt., hoping to have his name erased, but was informed that his leaving, on a leave of absence, and not returning, was sufficient cause for placing him on the blacklist. He could get no satisfaction there, sought employment elsewhere, but at every point had the curse of the system preceded him, and without money, he had to walk out of the country. No conductor dare carry him, for they even put detectives on his track and had a conductor passed him, *his* name also would have been add-

ed to the list, and he would have become a "tramp railroader out of a job." We may call it the abuse of the system or by what name we choose, but these are facts which this brother will make affidavit to if necessary. He is now an honored passenger conductor on one of our trunk lines, respected by the company and the public, and a member in good standing of the Order. Many similar cases were cited, and I am convinced that this black-listing system is the most hideous curse west of the Mississippi river; not only for dishonesty are conductors blacklisted, but for even the most trivial reasons. Let us have no false sentiment about this matter. No honorable man whether president, general manager or division superintendent, will for one single instant encourage a custom which makes of good, skilled conductors and engineers, tramps and criminals. "The laborer is worthy of his hire" is as old as the Scriptures, and when men are denied employment in the only business in which they are trained, then society is placing a trap for itself which will result in the communism of France and Nihilism of Russia. Let it be understood that more men are employed by the railways in this country, than in any other single industry, their numbers being recruited rapidly from the young men of nerve and vigor. They are strong in themselves, and unless they are given a fair opportunity the troubles of 1877 may be repeated with the added horrors of dynamite. Every member of the Order and every railway publication in this country should speak out openly and freely against this evil, and our Order should seek to build a bulwark about its members, and to insist that this cursed system should be swept away.

Yours truly in P. F.,

H. S. CHAPMAN.

GRAND RAPIDS, MICH., July 10, 1885.

EDITOR MONTHLY:—Thinking, perhaps, that some one might be pleased to hear that 102 was still alive and in line, your correspondent will give the required information and let the Order know that we are in good working order, and while we have not increased as rapidly as some, still all they have made are "good men and true," and it is our aim to admit none but such as are in every way to be hailed as a brother. No. 102 meets every first and third Tuesday, in Red Men's hall, Canal street, and will always welcome any brother who may chance to be in the city on those nights, and any such as wish to call will find the genial B. A. Oatley at the Eagle hotel, who will make it his business to pilot them over the road. We have never had a visit from any G. O. since our organization, and may not be up to the fine points in the work as some are, but all are earnestly trying to do the work right. By the way, I notice in the last number that 102 was not credited with a representation at the Union meeting in Chicago. Now we did have a number there, and would like to be given credit for it.

At the last meeting, several circulars asking for aid were read, and a "crank" took occasion to make an appeal to the brothers to provide some means to keep their names from coming before the Order in such a light, and the result was ten filled out applications for our insurance, and others will do likewise; and, in the near future, will follow the course taken by 46 and some other divisions, and provide a way for all new members to take the insurance. Right here I want to say that I think any member of the Order (if he has no other insurance), who neglects to avail himself of the chance offered him of providing for his family by taking out a certificate in the insurance offered by the Order, not only commits a grave mistake, but is at the same time derelict in his duty to the Order at large, for in the end his family are left destitute (in a great many cases), and then the only

means left is an appeal to the Order at large, and the small sum realized from that source would hardly suffice to maintain a family very long. While in some cases the member may be excusable for the negligence, still a majority of them are not; and I say to one and all, do not delay another day, but take out a certificate, and should misfortune overtake you, your division will then be able to help you out without an appeal to the Order at large, as is now done so frequently.

We now number twenty-seven members, with several petitions on the table and more to be handed in, and while the showing is not as good as we could wish, still it is very good, taking all the circumstances into consideration, as the material is so scattered and other divisions drawing some of this away from us, and we can only hope to be able to keep alive until times improve and business gets better, for hard times affects the Order as well as everything else.

Subscribers to the MONTHLY are not very thick, and the members have not felt like pushing it, owing to the stand taken on the "black list," and will not until assured that *their interests* will be protected by the organ which their money supports and maintains, and that, too, when managed and edited by those, of all others, the Order expects to stand up for them in the matter of legitimate and lawful rights, and we hope they will see the error into which they have allowed themselves to be led, and in future try and make the MONTHLY a welcome guest to *every* member of the Order, as well as its other patrons.

I am truly grateful to brother C. E. B. for his able article in the July number. I think, like him, that many a "new delegate" would have been able to have voted and acted on subjects brought before the G. D. intelligently if they had only the matter explained to them by some G. O. who knew all about it and could have done so had he been so disposed.

Now, Mr. Editor, I suppose you will say, there is another crank, but if I don't know any better, I should not be sat down on too hard, but given a grain of charity, for I plead something after the fashion of "New Delegate," and am willing to do better as I am educated up to it, but you can't expect us to walk before we creep. While I realize that there are those at the head of the Order with much larger heads, and consequently more brains than I have, I claim that none are more zealous and in earnest for the success of the Order—not only of its members, but also the influence it will exert on the make-up of the profession at large and the elevation of the service to all engaged in it, than

Yours truly in P. F.,

CRANK.

EDITOR MONTHLY:—Having seen some communications in the MONTHLY in regard to the annual meeting in Louisville, it has turned our thoughts that way. I have had a conversation with a number of members of our division and others in regard to some action of that body which we think necessary.

We are getting to be a large organization; we are paying out money for the salaries of officers and for doing the work of the Order. We should study the problem of getting the greatest amount of work for the money paid. We noticed in your recommendations of last year that you recommend the employment of an organizer, and we are very sorry that this did not prevail, as it would seem to us to be economy to have a member employed to do this work.

Our delegate informed us that there was a marked desire often expressed at the annual meeting in Boston, that the Grand Chief Conductor be so relieved that he could devote his whole time to visiting and organ-

izing divisions of the Order. We as a division would be glad to see him at any time, but let us look a little further: we know that his services have been called on several times during this year for the settlement of grievances and matters of that class between members of the Order and officers of lines. If he was directed to go forward with the outside work and organizing, in our opinion it would take up his time to that extent that many of these settlements would be left undone.

It is our desire to have the G. C. C. in a position where he can go whenever called upon, particularly in the settlement of grievances, for as we grow larger every year, these cases grow more frequent. The Order has its own method of redressing its grievances, and every member is entitled to the full strength of the Order; in our opinion, it is the legitimate duty of the G. C. C. to perform this work. We think the question simply amounts to this—shall we pay a sum of money to one man, or shall we pay it to several, to do our work? If the Grand Chief Conductor is taken out of the office entirely, it will necessitate the employment of additional help in the office. That there is great need to have every division thoroughly instructed is recognized by all; and that it will take one solid hard year's work to do this without doing the incidental work of the Order, is also a fact.

We desire the attention and full strength of the Order when we have grievances to be redressed, and in our opinion it is simply a matter of how the work shall be done. We honestly think that it can be done by the employment of an organizer in the place of the two or three clerks to transact the business, and then we can have the G. C. C. in the office, where he can call and interview officers whenever it is necessary, and do the actual work which seems important to have done when he is called upon to do it. We know once during the year, when it was earnestly desired in a number of divisions to have him present and interview the officers on a matter of great importance, he was engaged with the brothers in Texas on a regular program, and did not arrive in the office for over two weeks after his presence was desired in another location. He could not give up the program without disappointing a large number of the brothers he had promised to visit. This told us that there was need for some different arrangement, and we shall rely upon the Grand Division to enact some law whereby we as members will derive the most benefit from the money paid out for this work.

Our wages are our means of living; the Order is our protection. Let us have matters so arranged that we can have the full strength of its protection when we are in trouble and desire it.

Let the matter of instruction be given the attention it demands, and the work so arranged to give every member its full benefit. We would be glad to hear from some other brothers on this subject. MEMBER.

SPRAGUE, W. T., May 14th, 1885.

EDITOR MONTHLY—DEAR SIR:—Thinking that a description of the Idaho Division N. P. R. R. might interest some of your many readers, I send the following. The Idaho division extends from Wallula in Washington Territory, a distance of 270 miles, to Heron, Montana. W. P. Weymouth, formerly of the Puget Sound and Shore line, is our superintendent, and a better officer it would be hard to find. He has the confidence of his conductors, and is kind to all employes. In the dispatcher's office we have as chief dispatcher, John Miller, late train master on the Pacific division. He is a hail fellow well met, and handles his trains in a manner that proves he understands his business. The boys think from the frequency of his trips to "Oregon City," that he contemplates running double headers in the

near future. On first trick from 8 a. m. to 4 p. m., we have F. M. McMassters, an old timer here, and well liked by the boys. He is also editor of the *Sprague Journal*. On second trick from 4 p. m. to 12 a. m., we have W. F. Spicklemire. Everything is on time on his watch if 20 mile orders will do it. On third trick from 12 m. to 8 a. m., we have W. A. White, formerly operator at Wallula, who thus far has given general satisfaction. Our road masters are Jas. Lynch from Wallula to Sprague, and V. M. Massey from Sprague to Heron. Lynch "the smoothe Eph." is smoothness personified, and though not a member of the Pleasant Hour Club, his morals are irreproachable. He always "gets there Eli," but when it comes to roller skates, Massey takes the bakery. Our passenger conductors are Loomis Burns and Everett. Loomis is an old timer from the T. P., and though old in years, is young in iniquity. Jack Burns, the "invincible masher," always has his eye open for unprotected females. Everett, the only real handsome man on the division, looks immense since he has commenced to wear the gold bands on the varnished cars. Ristine, the notorious kicker, is extra passenger, and is quite a ladies' man.

Our freight conductors are Ristine, Stacey, Boyle, Leslie, Donahue, Anderson, Lishey, Jell and Garion. Boyle looks more like a prize-fighter than conductor since he went through the caboose window. Len Curtis, an old-time passenger conductor on this division, is in the general merchandise business here and is doing well, but would do much better if he was not so awful bashful—a natural feeling of railroad men in this part of the country. I think I hear some one saying, "let go." The next time I write I will borrow Burns' "gall," and keep right on.

BUNCH GRASS.

EDITOR MONTHLY—DEAR SIR AND BRO:—Gulf City Division No. 178, met for the third time on Sunday, 14th inst., with brother Holden and brother Humphries of Division No. 108, in attendance. We also had brother Catlins who sometime ago fell from his train and received injuries which we feared would lay him up for sometime, but we were glad to see him at his post on Sunday, as A. C. C. We had three candidates to initiate, but there was but one in attendance on account of a misunderstanding. We will initiate them at our next meeting, as we are working hard and it is the intention of every member to make Gulf City Div. No. 178, second to none in the country. We have the material and expect to use it. I have all of the names down for the MONTHLY and will remit soon. With the best of wishes for the O. R. C., I am yours in P. F.,

T. E. BUCKLEY, Sec'y and Treas.

MOBILE, August, 1885.

EDITOR MONTHLY—Gulf City division was organized on May 10, with seven charter members, all of one road—the Mobile & Ohio; since that, we have received six other members and have three applications to act upon, all of the same road. We have no members of any other road, and don't know as we will get any, as there is no other road into this place except the L. & N. railroad; and the boys usually join either Montgomery Division 98, or Crescent City Division 108. Nevertheless we will come to the front when called upon, and, to use a slang phrase, "we're little, but we're loud." We expect to get all the boys on the M. & O., which will make us about twenty-five members. I will close by saying, please change our meeting notice from second and fourth Sundays to second and fourth Thursdays, at 10:30 A. M., in B. L. E. hall.

T. E. B.

ELMIRA. Aug. 10, 1885.

EDITOR MONTHLY:—Some good must of necessity come of all agitations. What is there in a name? There has been considerable said, *pro* and *con*, in regard to the term blacklist. The agitation, perhaps, will be of great benefit. I, for one, am glad that it has aroused the sensibilities of many that have a tender spot in their brain, that rises and falls at each and everything that arises, for fear it will touch or rub against their character. And these are the very ones that need looking after the most.

I have read the MONTHLY carefully and watched cautiously everything that has been said in regard to the blacklist subject, and fail to see anything that would condemn or injure any MAN, if carried out.

I believe a certain amount of punishment is due each and every one who does wrong intentionally and does not conduct himself as becomes a man and gentleman. I also believe that every one in the employ of a railroad corporation should be honorable, upright men, ready and willing to carry out the law laid down for their government while in the discharge of the responsible duties in the positions they may occupy. They are hired for that purpose, and if they do not do as the law requires, the companies are justifiable in dismissing them from their service.

I also do know that if a wolf in sheep's clothing slips in at our Div. doors, and after he gets there, insists on being a rascal, a disgrace to our Order and the profession we follow, we don't want to associate with such, and it is our duty as men and brothers to discard all such characters.

I have seen nothing in the MONTHLY too severe if carried out with such subjects. I fully endorse the position taken by the August MONTHLY. "The well do not need a physician" but the sick. Law was not made to coerce good people but for their protection. It was made to punish the wicked and malicious, those that are haters of all good and lovers of things that are evil. Yours truly in P. F.,

H. HURTY.

—Grief, as well as all agitation of the mind, is detrimental to beauty. Too much excitement of the tear ducts dims the eyes, and traces of the working of the passions are left upon the face. Those persons who are happily gifted with an equable temperament grow old much less quickly than those whose dispositions are reversed.—*Sacramento Record-Union*.

A union meeting of the Order of Railway Conductors was held in Keokuk Sunday under the auspices of Griffin Division, No. 66. The proceedings were of a secret character. The Grand Chief Conductor explained the secret work of the order to the conductors present. The O. R. C. now has 185 divisions in the United States and Canada, and one in the City of Mexico. The membership is about 8,000. The Order is non-striking, and is growing rapidly in membership. Railroad companies begin to realize that the organization is one of the best in existence for improving train service and putting to the front a class of men to be relied upon. The requirements for membership are efficiency as conductors, good moral character and standing.—*Ex.*

SABBATH MUSINGS.

WRITTEN FOR THE MONTHLY.

There's a rhyming fit upon me, and its promptings I obey,
In a crude, unmeasured jingle, on this holy Sabbath day,
As the bells for church are chiming, and I'll note some passers by
And describe them in my stanzas, as familiar ones I spy.

Here comes Eggleston in meekness, with a hymn book in his hand,
And beside him strides an angel by the name of L. O. Rand;
They 're a pious pair of play-boys as e'er punched a duplex true,
Dress'd in Sunday-go-to-meetings, for a snooze within the pew.

Dan is something of an angler, he can " whip a stream " in style,
He entices fish from water with his sanctimonious smile.
In a piscatorial manner he enlarges on his luck,
And regrets the loss of monsters that escape from off his hook.

Rand is quite a different fellow, one that never tells a lie,
But keeps plodding upward surely to a mansion in the sky,
Charlie Fisk says Rand will get there if St. Peter's at the door,
When he hears him tell a story, he will punch his ticket, sure.

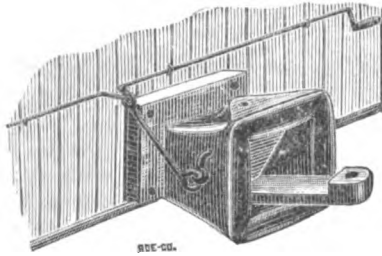
Well, my own opinion, truly, of this trio—it is this :
If they ever enter heaven to reside in homes of bliss
They 'll deceive the Chief Conductor, all who know them will agree,
And, besides, dear sinful reader, there 's a chance for you and me.

But the bells have ceased their tolling. I must hie me with the throng,
I regret to close abruptly this discordant, truthful song,
Yet, upon some near occasion I will make a little noise,
Telling all the MONTHLY'S readers what I know about the boys.

SHANDY MAGUIRE.

Scientific and Mechanical.

THE T. P. SULLIVAN LIFE-SAVING AUTOMATIC COUPLER.

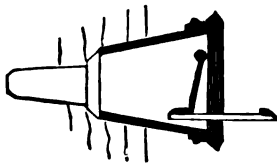


The many advantages of this coupler over any and all others are its simplicity of construction, its cheapness and durability, and the entire absence of complicated and expensive rigging.

The time and labor it saves in shifting and making up trains, and, above all, the absolute safety to those engaged in the dangerous service of coupling and uncoupling cars.

The draw-head costs no more than the ordinary draw-head, with the exception of the simple and inexpensive attachments. And in case the top or bottom part of the draw-head is broken by accident, the wrought-iron straps on the top and bottom of the draw-head, and connected together by strong bolts, will hold its broken parts together until the destination of the car is reached, thus saving the delay while on the road of chaining up.

Again, it does not make any difference about the draw-heads being of a uniform height, so that local and foreign cars, of a different height, can be coupled the same as by the link and pin; and again, the link and pin can



be used in the automatic coupler, in case a draw-bar is broken or one cannot be procured, or in case a common draw-head comes in contact with the automatic draw-head; and were the automatic life-saving draw-head to be more universally adopted, would certainly result in preventing the great loss of links and pins, and would prevent all

further accidents to life and limb in coupling and uncoupling cars, as there would be no need whatever to go between cars while they were being shifted, as the operator has only to stand on the outside of a car, and by simply moving a crank placed conveniently at both ends and on both sides of the car, he can couple and uncouple with one hand in a safe and easy manner, while the other hand is free to give signals to the engineer instead of being in between the cars out of sight, and for a moment compelling the enginemen to guess at what is wanted.

The Automatic Life-Saving Coupler was invented and perfected in the month of March last by Messrs. T. P. Sullivan and William McGrath. Both of these gentlemen are old in the service of the Louisville, Nashville and Great Southern System, and by experience and the nature of the positions they occupy, are well qualified to know just what is most needed in this branch of the service, and by their useful and unequalled invention have

shown to all that they deserve to profit by their experience, activity and enterprise.

Mr. Sullivan is an old, successful and popular conductor, running between Louisville and Bowling Green on the main stem, and Mr. McGrath is general yardmaster of the Louisville & Nashville yards at Louisville, and is highly esteemed by the officials as a successful and competent officer, and by the employes as an honest, kind-hearted gentleman, and both are deserving of success.—*Employe and Mechanic's Journal*.

In the *Organ for Railroad Progress*, of Wiesbaden, Herr Nevole, chief engineer of the Austrian State railroad, has illustrated a hydraulic riveter, by which short sections of round iron are used instead of headed rivets. The rivet is set up on both sides of the joint plates at once by the simultaneous action of two riveting dies, one of them being held by a fork at such a distance from the plate as to insure the formation of equal heads on both ends of the rivet. It is claimed that this riveter saves 35 per cent of the ordinary cost of hydraulic riveting; first, through the saving in first cost of rivets, and secondly and principally, by saving the man ordinarily employed in passing the rivets through from the back.

Last month the mail train on the railway from St. Petersburg to Moscow was derailed while running at full speed. Occurrences of this kind in Russia are the subject of official inspection, and the report of the inspector who was ordered to investigate the matter has recently been made public. No one was injured, this fortunate result being due to the powerful action of the Westinghouse automatic brakes on the cars, which were of American pattern.—*American Machinist*.

ARE MASTER MECHANICS UNPROGRESSIVE?

An anonymous correspondent is permitted in the *Railway Age* to free his mind of a long tirade against master mechanics, the burden of which is that they are not as prone as they should be to adopt new devices, calculated to improve the efficiency of the locomotive. The entire communication referred to is in the nature of a cheap slur on master mechanics and upon the Master Mechanics' Association, the members of which he assumes are slow and unprogressive.

We believe there is not a representative body of men in the country that is more progressive than the Master Mechanics' Association, or from whose experience and deliberations more good results. Unfortunately for them, the members, individually, are probably compelled to sit down, so to speak, upon more "cranks" who are anxious to teach them their business, than any other similar body.

The majority of master mechanics come up to their present positions from the footboard, and they deal with matters in their charge from actual hard-earned experience. If this experience has failed to teach a master mechanics caution in the way of accepting the views of some one who never pulled a throttle lever, except in his imagination, it has not been much use to him. A locomotive engine, with the necessity of getting over the road on time, is not a satisfactory objective point for crude and undigested theories, or a satisfactory place for "cranks" to try experiments. This would-be critic, who talks about the locomotive being an "expensive

and cumbersome machine," forgets that as a machine for special and peculiar service, it is the best type of a steam engine in existence, and that is is such largely through the progressiveness of master mechanics. The assertion of this wondrous-wise critic that master mechanics will not try anything new "unless necessity compells them to do so," is entirely unsupported by facts, and sounds like the jeremiad of some one of the many disappointed inventors of locomotive improvement.—*American Machinest.*

THE COMING EXPLOSION AT FLOOD ROCK.

At some date in October next, not yet fixed, the works for removing Flood Rock, in progress for the past ten years, will be exploded, the work of loading the 13,700 holes having just begun. It will be by far the vastest explosion which has ever taken place, 225,000 lbs. of "rackarock" powder and 75,000 lbs. of No. 1 dynamite being employed, or over six times as much as was exploded at Hell Gate in 1875 (49,900 lbs.). The holes are about 9 ft. by 3 in. diameter, at an angle of 35 to 40 degrees with the vertical and chiefly in the roof instead of (as at Hell Gate) in the pillars of the 21,670 ft. of galleries which have been constructed under an area of about nine acres. Making these galleries has involved the removal of 80,160 cubic yards, from which it follows that the average section of the galleries is a little over 4 by 8 ft. The average thickness of the rock above the galleries is about 13 ft., which makes the quantity of rock to be broken up and removed, after the explosion by dredging, fully 200,000 cubic yards.

That so new an explosive as "rackarock" should be chosen for such a work in preference to nitro-glycerine compounds is a great testimonial to its qualities. It is not generally known that the mysterious "solid ingredient" of rockarack is simply chlorate of potash, and the "liquid ingredient" di-nitro-benzole, a product of the distillation of coal tar, as these easily-ascertained facts have, for some reason, been "kept quiet," so far as possible, in all notices of the explosive.—*Railroad Gazette.*

EDITOR MONTHLY:—Will some of your readers explain what causes so much variation in the record made by velocimeters (dutch clocks) under the same conditions? It is asserted that six or more cars with velocimeters attached have been run in the same train, and that no two record the same speed, while a total variation of ten miles per hour was shown in one case. Of course we all know that if the clock of a velocimeter runs fast, the diagram will show a slower rate of speed than is actually made, while if the clock runs slow, the speed shown will be faster. Now taking the variation cited above, (for which I do not vouch,) and assuming that one meter recorded five miles less and another five miles more than the actual speed, thus making the ten miles variation, and assuming further, the speed to have been 30 miles per hour, much faster than freights usually run, and the clock of the meter that recorded the speed as 25 miles per hour would have had to gain at the rate of 10 minutes per hour, while the one recording 35 miles per hour would have had to lose a little over 17 minutes per hour, or nearly seven hours in twenty-four, which is certainly very improbable.

DUTCH CLOCK.

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

C. S. WHEATON, Editor.

EIGHTEENTH ANNUAL SESSION.

On Tuesday, October 20th, in the city of Louisville, Kentucky, will convene the above named annual meeting of the Order, and it will be of great importance to all, hence all should be faithfully represented, and it is the duty of each division to send its representative, in order that all may take part in making the laws of our Order, and to this end we would recommend that each division spend at least two meetings in a careful perusal of the laws, and take one copy of the constitution and statutes and make such changes as they think ought to be made, noting them on the margin for the use of the delegate; also have your secretary reduce them to writing, specifying the Section and Article to be amended and then write your amendment do not fail to add the enacting clause to all such papers for they are invalid and will have no effect on the present law without it. See to it that your delegate is properly prepared before he starts, and has a sufficient leave of absence to remain until the close of the session, let it be one day or two weeks.

There are many important measures to come before this annual meeting. The report of your commission on permanent location of the *Headquarters* of the Order, not the Grand Division, as many will argue it, will have no more effect on the place of meeting of the Grand Division than the present headquarters has. It is simply the Order saying directly where the headquarters shall be, instead indirectly by your election of officers. It is very important that we have it fixed somewhere, for in a year it will be almost impossible to move.

Incorporation of the Order is undoubtedly the most important matter to be considered. Let all come with a full determination to secure such action as will protect our interests in future.

Our insurance has become one of the strong features of our order, and many are desirous of making it a perpetual insurance, and amendments are now prepared looking towards that end.

Provision must be made for a better caring for the work of the Order; it has assumed a magnitude that few realize unless fully conversant with the details.

A proposition will be brought out arranging for an insurance for the wives and sisters of members of our Order.

There will be a proposition to reopen the laws of the Order for a thorough revision and review in order that we may remedy defects before incorporation. And many of the brothers are urging the plan of doing our work in Grand Division, except Ritual work, in open session, at least to our wives and ladies who accompany us to the place of meeting. This would be indeed a fine tribute to those who are so closely allied in interest to our members, and are taking so much pains to assist us in our work. Think it over, brothers.

We suggest also a thorough reading of the Ritual, particularly the obli-

gations. Study well the effect of changes, if any are made. These are matters that interest all.

Changing the time of our annual meeting from October to May, and the close of the fiscal year to December 31 instead of September 30 as now, gives three months for secretaries to make out annual reports; Grand dues and promotion fees to accompany the annual report, and the latter to be filed not later than March 31 of each year. Grand dues paid at that time will be for the preceding year. Should this change be directed it will save the Order a good round sum of money, and give all an ample opportunity to get reports ready and be on hand promptly. When the Order was small the reports could be got in, and the Grand officers make out their reports in ten or fifteen days, but it takes that amount of time now to get in the reports, say nothing of making out our annual reports. Farther, it is to the interest of all to look well into the matter, on account of our privileges. Facts can be given on application that we think will warrant the charge.

The following amendments will be proposed to our insurance laws:

ARTICLE XV.—INTEREST FUND.

No benefit paid by this association shall exceed the amount of two thousand dollars, (\$2,000) and when the amount on deposit for payment of benefits shall reach the sum of forty-five hundred dollars, (\$4,500), all in excess of four thousand dollars, (\$4,000) shall be invested by the Grand Secretary, with the advice and consent of the Committee, at a rate of interest not less than four per cent. per annum, payable semi-annually. In case the Grand Secretary and Committee are unable to agree as to the security of any investment, the amount in question shall be invested in United States bonds. The interest accruing from amounts so invested shall be reinvested with the surplus from assessments. Should the amount received for any assessment be less than two thousand dollars, (\$2,000), the interest received for any sum that may be invested, shall not be used to pay any benefit, in whole or in part, until the principal invested shall have reached the sum of two hundred and fifty thousand dollars, (\$250,000).

ARTICLE XVI.—INTEREST FUND.

When the principal invested shall have reached the sum of two hundred and fifty thousand dollars (\$250,000), one-half of the interest received thereon, shall be placed with the deposit for the payment of benefits and so long as there shall be deposited for this purpose, a sum sufficient to pay *three* full benefits of two thousand dollars, (\$2,000) each, no assessment shall be made for the first benefit paid, but at any time when the sum on deposit shall be less than six thousand dollars, (\$6,000) an assessment shall be made for the first benefit paid, as prescribed in Article XII. The amount received for such assessment shall be placed on deposit with the fund for the payment of benefits and if such fund then amounts to forty-five hundred dollars, (\$4,500) all in excess of four thousand dollars, (\$4,000), shall be invested as prescribed in Article XV.

ARTICLE XVII.—INTEREST FUND.

When the principal invested shall have reached the sum of five hundred thousand dollars, (\$500,000), all the interest received thereon, shall be used to pay benefits in the manner and under the conditions prescribed in Article XVI of these laws, and whenever the principal invested shall exceed the sum of five hundred thousand dollars, (\$500,000), such excess may be withdrawn by the Grand Secretary and placed with the fund to pay benefits.

ARTICLE XVIII.

Should the principal invested, through losses on investments or from any other cause, fall below two hundred and fifty thousand dollars, (\$250,000), after reaching that amount, all interest shall be applied to augment the principle, as provided in Article XV, and should it from any cause, fall below five hundred thousand dollars, (\$500,000) at any time after reaching that amount, one-half of the interest and the excess of any assessment, shall be applied to augment the principal as provided in Article XVI, it being the intent of this Association to provide as soon as possible and permanently maintain an invested fund of five hundred thousand dollars, (\$500,000), the interest of which is to be used for the payment of benefits.

There are many facts in regard to our mutual insurances that we should all study. Experience in other conductors' insurance should teach us, as conductors, something. Let us profit by the experience and make ours a perpetual insurance. Now, while we are young, let us take the advance position in the matter. We commend the plan for your careful study.

The above mentioned points have been brought to our notice, and we give them with the feeling that they ought to be fully discussed. They are simply the opinions of brothers of our Order, and they will bring them forward for your consideration and action.

The local committee of arrangements at Louisville will issue their circular soon. Arrangements will undoubtedly be made for visitors to go out on pleasure trips during their stay. The Mammoth Cave trip had to be given up, as they cannot handle the party there inside of a week, and they make no concessions to any one.

THE AMERICAN TRAIN DISPATCHERS' ASSOCIATION.

We take pleasure in giving in full the result of the meeting of the above named association, and we hope to see the matter thoroughly discussed, as it is of vital importance to all railroad men. The labor as a whole is very satisfactory, and the orders similar to the form of orders now in use on the Pennsylvania railroad lines.—[EDITOR.]

The American Train Dispatchers' Association, at their second annual meeting, at Denver, June 16, 1885, adopted the following as the sense of the association regarding uniform train rules and orders, and respectfully submit the same for your consideration:

1. We recommend the use of double orders when practicable.
2. That no abbreviation be used in the body of an order, and that numerals shall be written in full and duplicated with figures. That figure "12" be used for "How do you understand?" and figure "13" for "We understand."
3. That the conductor only be required to sign train orders, and that he hand a copy thereof to the engineer before leaving the station.
4. That all trains be required to get a clearance order or card before leaving terminal stations.
5. Trains shall be divided as follows, namely: Into two classes, first class and second class, and that all trains not on time table shall be termed irregular trains.
6. We favor indefinite rights one way.
7. We recommend five minutes (for variation of watches) as the time a ruling train should wait at meeting points for trains of the same class.
8. We favor trains losing their rights after becoming twelve hours late.
9. We recommend the use of time orders.
10. In cases of emergency we favor running trains against a "hold order" signed by the agent or operator.
11. That work trains be given as short a limit as possibly consistent with the work to be done, and should have notice of all other irregular trains within those limits, and should flag against them after a specified time.
12. That following sections have the identical rights as leading sections as per time table.
13. In cases of conductors and engineers changing off on road, the new men should acknowledge receipt of all orders then in force governing their train, and should repeat their understanding to the dispatcher.
14. Stricken out.
15. Should a regular train from any cause fail to reach its destination by the time a new time table goes into effect, it loses all its rights, and cannot proceed without special orders from the train dispatcher. It must be understood that trains on a new time table do not run unless starting from their terminal point after the new table is in effect.
16. That copies of the forms of train orders and explanations of the same be printed on time cards.
17. That all conductors and engineers be required to pass an examination on time card and rules regarding the movement of trains, and that such examination be conducted by superintendent, trainmaster or chief train dispatcher.
18. That we recommend a stationary train order signal, red and white, both day and night, and the normal position of such signal be white, and

moved to red when desired to hold trains.

Rule A. 1. Stricken out.

Rule A. 2. Manifold paper to be used for all train orders.

Rule A. 3. All orders shall be numbered consecutively for each day, commencing with No. 1 at midnight.

FOR DEFINITE MEETING POINT.

[FORM A.]

"No.... and No.... will meet at....."

Upon an order of this form the train arriving first at the station named, will wait until the other train arrives, unless they receive another order authorizing them to proceed.

FOR MOVING AN INFERIOR TRAIN AGAINST, OR AHEAD OF DELAYED SUPERIOR TRAINS.

[FORM B.]

"No.... will run..... late from..... to....."

Upon receiving an order of this form the superior train will run five minutes more behind schedule time than the time specified in the order; inferior class trains receiving this order can use the time of the superior class train as specified between the points named in the order, ahead of or against the superior class train.

FOR A TIME ORDER.

[FORM C.]

"No.... has until..... to run to..... against No...."

Upon this order the first named train has the right to run to the station designated up to the time given in the order, but not ahead of schedule time. In case the first named train should fail to reach the station named in the time allowed, it will run as per schedule. In such a case the train last named in the order will not leave the station designated until five minutes after the time specified in the order.

FOR A "HOLD" ORDER.

[FORM D.]

"Hold No.... for orders."

The operator, upon receiving this order, will show the same to conductor and engineer of the train ordered held, who will wait indefinitely for orders. The operator must not give his "13" to such an order until he has displayed proper signals and is assured beyond a doubt that he can hold the train, as directed in the order.

FOR SIGNAL ORDER.

[FORM E.]

"To C and E Eng's..... Run as first, second and third, sections of No..... First and second sections will carry..... signals."

The trains receiving the order to carry signals will display two..... flags by day and two..... lights by night on front of engine; each will proceed to station designated as the section of the train as given in the order.

FOR IRREGULAR TRAINS.

[FORM F.]

"To C and E Eng..... Run wild from..... to....."

Upon receipt of this order the train will run to the station named in the order, keeping entirely out of the way of regular trains.

FOR WORK TRAINS.

[FORM G.]

"To C and E Eng..... Work wild between..... and..... until....M." (Date.)

Upon this order a work train will have a right to the track between the points specified, keeping entirely out of the way of regular trains.

FOR CHANGING MEETING POINT.

[FORM H.]

"No....and No....will meet at.....instead of....."

Self-explanatory.

FOR COUNTERMANDING ORDER.

[FORM I.]

"Order No....is recalled.

Self-explanatory.

FOR REVERSING TIME TABLE RIGHTS.

[FORM J.]

"No....will run from.....to.....regardless of No...."

Upon this order the train first named will run upon, or as near as possible, but not ahead of, its schedule time, until the station last named therein is reached. The train last named in the order must keep entirely clear of the main track at the last named station after five minutes previous to the schedule time of the former train until it arrives. The last named train will always take the siding when practicable, and when not so, must be fully protected by a flagman in the direction of the approaching train. The train dispatcher must give the last named train the order before arriving at the station last named therein.

Articles numbered 1 and 2 we can cheerfully endorse, but No. 3 we believe leaves a serious loophole which should be closed by requiring both conductor and engineer to sign all orders directed to the train, as in the passenger service the full control of the train is placed with the engineer; he should sign in person and hear it read by the operator, as it would have a tendency to fix it more forcibly on his mind and lessen the chances of forgetting his orders. If time and space would permit, we could give many cases directly in point from experience. In regard to No. 4, we have never yet had good reason given for this clearance card arrangement, and it really seems quite inconsistent when you have at the point specified not only the agent and operator (as was proposed by one delegate and specified by Art. 10), but you have a yardmaster who has full control of the "movement of trains in his yard." If trains are to be held for orders, they can be reached surely by this officer; and we are most strenuously opposed to receding in railway business or copying after foreign systems in the transaction of our railway business. Nos. 5 and 6 are good, but we are not able to harmonize No. 7 with No. 6. After giving trains an "indefinite right," it is restricted in rule 7, and why? It has always looked as reasonable to us to make *all* schedule trains run five minutes late for fear of meeting something as to make special exceptions; and it is a notorious fact that if the variation be one minute, inside of a week, some one will get short of time and use the minute; and we can say, having used both systems, that the absolute right works much the more satisfactory. We can cheerfully endorse the balance of the report; and too great force cannot be given to Article 17. No man should be allowed to take charge of a train except it is known by his superintendent that he is thoroughly competent. Taking the matter as it stands and adopted by the railway lines of the country, it would simplify our systems and add greatly to the safety and efficiency of the service, and we hope soon to see a move made in that direction. We commend the train dispatchers and their labors to the railways of the country.

*HE WHO WANTS TO KNOW, SHALL RECEIVE SOME
"LIGHT" AND PERHAPS CAN PROFIT
THEREBY.*

It is noticeably the case in all bodies that it is much easier to ask questions than answer them, and "Want to Know" has given you the idea that the Grand Officers are the ones that are to blame for such acts as he cites. Now there are two sides to all questions. He says, "why didn't the presiding officer tell us it was wrong?" Simply because he had on various occasions told members of the Grand Division they were wrong, and had on that account been told that he was endeavoring to unduly influence the law making power of the Order, and that his duty was to preside, not to tell us our business, we'll take care of our part of this matter. Reader, would you feel like volunteering any more information? I guess not. Again, another correspondent says if matters were explained as they ought, etc., etc. Well that is the unkindest cut of all after using all the language at our command to explain each and every question before the house (when it was asked for) to have this thrown at me, 'tis too much. Every delegate has the right to have the explanations given, and if he votes without it, he must take the consequence of his own neglect, and we might well add right here, that a careful study of the laws of the Order by the delegates would help the matter materially, and we hope to see every delegate to our next annual session provided with a constitution and proceedings, so that the work may be done understandingly. The new delegate has given all some strong pointers on some things that were done that ought to be a safeguard against a repetition of the errors, and we hope his letter will be looked over carefully by all "new delegates."

In answer to the queries propounded by the union meeting at Des Moines, we have but little to say.

In regard to the first question, "What should constitute permanent membership in the Order?" we answer: A cheerful compliance with all laws and requirements of the Order.

2nd. In our opinion, three year's experience, and allow each division to be the judge of what shall constitute said three year's experience.

3rd. Fiscal year to close Dec. 31st. Each year commence Jan. 1st. Annual reports due March 31st, with Grand dues for preceding year. Session held on third Tuesday in May.

4th. No withdrawal cards granted, but instead, a dismissal certificate given the division where the applicant applies for membership, by the division where he belongs after he is duly elected to membership. In that way every member of the Order will be a member of *some* division.

5th. The division card is a great benefit to members of the Order when properly used; the abuse has been very detrimental to the Order.

GREAT BEND, PA.

EDITOR MONTHLY—DEAR SIR:—July 19th, in special session of the Grand Division, we constituted Great Bend Division No. 129, with twelve charter signers. The following were elected officers: Thos. Summerton, C. C.; Alonzo Arnold, A. C. C.; E. F. Wilmot, S. and T.; S. Sprague, Sr. C.; J. Shaw, Jr. C.; H. Doherty, I. S.; P. O'Niel, O. S.; Chas. Stephens, Cor. Sec., with A. Stephens, H. Talmadge, L. G. Wilmot and O. Withey as privates. We were ably assisted by the following visiting brothers: I. B.

Cole, Div. No. 52, M. F. Collins, W. E. Carpenter, Div. No. 154, A. Coyne, V. E. Wilmot, P. F. McCaul, T. Walsh, T. Coddington, I. B. Preston, J. F. Stevens, W. M. Clifford and J. J. Tarrell of Div. No. 12. After work we were all invited to the dining hall of the Central House, and partook of a fine spread kindly ordered by the new Division. Yours in P. F.,

C. A. WOOD, D. G. C. C.

BALTIMORE, MD., July 29th, 1885.

EDITOR MONTHLY—DEAR SIR :—According to your instructions with brothers Dewey and Stoner, of No. 5, I went to Keyser, W. Va., and organized a division of the Order. On account of some detention to trains from the west, we did not get to work until Monday p. m., 27th, but think that everything was done satisfactory to all concerned. Out of a charter list of twenty names, eleven were present. After organizing, the following officers were elected : S. M. Taylor, C. C.; R. Turner, A. C. C.; J. W. Matlick, S. and T.; D. E. McGinnis, S. C.; John Carr, J. C.; H. W. Wenner, I. S.; W. A. Durrett, O. S.; F. L. Kimmell, Cor. MONTHLY, John Carr, Agent for MONTHLY. Time of meeting, every Monday at 9 a. m. It was decided by ballot to name the division Knobly, after one of the principal mountains in that vicinity. I think that Div. No. 183 has a good future, or at all events, should have. The major part of the members did belong to the Conductors' Brotherhood, and had some idea of what was to be done, and the interest manifested was a great credit to them. They are all old railroad men from the second and third divisions of the B. & O., some of them having been there for sixteen years. The treatment received at the hands of the R. R. officials deserves mention. B. Dunham, Gen'l Manager, furnished me with a trip pass for three on account of the O. of R. C., and in conversation stated that I could not tell him anything about the Order, that he was well acquainted with its principles. They also offer to fit up a room in the station at Keyser for a place to meet. There is plenty of good material on the B. & O. Let some one work on it. Truly in P. F.,

M. C. SAVAGE, D. G. C. C.

[This communication was crowded out of the Fraternal department, and we give it place here.—
EDITOR.]

EDITOR MONTHLY:—Some one has suggested that I write a line or two for the MONTHLY. What shall I write? What shall I say that has not already been gone over by some one more able? "Nothing is so difficult as to decide," said Napoleon. They said, "Tell us what you think of blacklisting." Well, what of blacklisting? It has been done by all societies, classes and people since the earliest history of man, and it always will be done, however much or little we may like it. One can't read the history of any country or people and not find some one who is on the black list. You will find plenty of them even in holy writ. Was not the Savior of the whole world blacklisted? Not only so, but even crucified. Where is any true lover of principle that will say that Benedict Arnold does not deserve the name he bears? Does any one assert that he was not deserving of the black name he bears? Was his punishment so great that you want to take his name off the black list? Does any one who is a reader of the daily newspapers find anything in the shape of the black list? Every law breaker whose name is mentioned in the newspapers, is, to a certain extent, placed on the black list, and there to stay until removed by future evidence. Laws are enacted to tell us what we may and may not do, with a fair warning of

what we may expect if we violate them. A man may remove from one state to another, but he must submit to the laws of his adopted state or suffer the penalties; in other words, be blacklisted as a law-breaker. He may be ignorant of the law, but the law grants no excuse for such ignorance. Suppose a burglar enters a house and is apprehended; is it the duty of the person to release Mr. Burglar for fear of hurting his good name? I think I hear the most determined opponent of blacklisting say, No! and in no whisper either. He would turn him over to the proper authority for trial, and thereby blacklist him. Perhaps some of our brothers that have worked themselves into a frenzy over this matter, would say it were better for the burglar to give him some friendly advice and let him go, provided the stone had been thrown through some one else's window. Again suppose the family circle of some of our brothers had been invaded and the life and happiness of some near and very dear to him had been wrecked in consequence, would the brother be in favor of brushing the crime away as mere pastime for fear of blacklisting the offended, or would he prosecute with all his power, the author of his sorrow?

Now what shall we say as to the blacklisting of railway employes? I honestly think there is much less of it done than is supposed. Of course there are railway officials that are revengeful and do in some instances follow some of their dismissed employes. But admitting all this, also that it does put the dismissed one to great inconvenience, there is generally an excuse for the dismissal, and in some instances a reasonable excuse for the blacklist. For example: Does any lover of the Order object to the course taken in the case of J. Ward Boyles? If any think he is not deserving of all he got, they should study his career. I should delight to hear their views *then*. Should Division No. 57 be censured for expelling Edgar A. Wood, who defrauded his division of its funds, refused to obey his obligation, deceived railway men into assisting to pay his expenses to Grand Division, to which he claimed to have been elected delegate, and placed in pawn a valuable Maltese cross belonging to a dead brother of the Order, and read a letter acknowledging the receipt of the cross by a sister of the dead brother, which letter was a forgery? Our tender-hearted brothers would not punish such offences as this, but would pat him on the head and say: "All right old boy, you're a good one, we admire your smartness, you will not be blacklisted!" Or Division No. 125 for expelling M. D. Wells for selling liquor. Neither would they publish B. C. Lester, the thief, libertine and swindler of Division No. 104. Nor W. L. Robins, of Division No. 16, who deserted his wife and eloped with an innocent girl; and R. Clark, of the same division, for an indecent assault on a lady. Nor would they punish W. Boggs, of Division No. 53, for fraud and embezzlement, when this same Boggs was once a member of the Grand Division and assisted in framing our law. And J. D. Smullen, of No. 77, also once a member of the Grand Division and familiar with the laws of the Order, must of course be defended by our tender-hearted brethren for defrauding his division? And J. Shea, of No. 120, should be complimented, I suppose, for defrauding his division, and further complimented for drunkenness? They would say that the action of Division No. 28 in the case of C. S. Fuller, guilty of perjury, fraud, bigamy, forgery and wife desertion, was too severe; that he should be encouraged in his past career instead of being ignominiously expelled and promptly published.

So, in my opinion, if persons wish to avoid being blacklisted they should be law abiding. Communities or societies will not use this list save in self-defense, and that is exactly my position. Should it be deemed necessary,

let it by all means be done. I have in my pocket a circular offering a reward for the arrest of a murderer. Some folks would say it was wrong to thus advertise such a man for his crime, but he knew when he committed the crime that he would be blacklisted and published as an offender. It is so everywhere. We might make a parallel case of this: Should a member of the Order commit an offence against the laws of the Order, by defrauding a member, or a division, or by conduct unbecoming a gentleman and brother, or by "wrongfully traducing a brother," or by any species of offence, he is committing a crime against all, virtually encouraging some one to make an attempt on the life of the Order, and upon conviction should be expelled and published in the official organ of the Order, so that all loyal members may beware of him, and make others understand that should they commit a like offence they will receive the same treatment; and when I commit an offence against the rules of the railway company which I am serving sufficient to merit dismissal, I expect to receive such treatment as I deserve, nor will I be found complaining about it either.

Now, I expect the bombardment will at once commence, but let it come, we shall see who will be the victor in the end. Nor do I expect that any thing said now or hereafter shall in the least diminish my love and respect for my brothers nor dull the edge of my zeal for the Order.

L. R. C.

To all members--Greeting: Through the kindness of General Manager Marvin Heughett, of the Chicago and Northwestern Ry., and General Passenger Agent J. W. Morse, of the Union Pacific Railway, I take great pleasure in announcing the following courtesies extended to the association: The Chicago and Northwestern Railway, in connection with the Union Pacific Railway have tendered to the delegates through your official board, a special train from Chicago to Denver (and return, if desired), to attend the Eighteenth Annual Convention, October 7th, 1885. Your official board have accepted this special train, and it has been arranged to leave Chicago, October 4th, at 9 a. m. sharp. Do not forget the leaving time. The Chicago and Northwestern Ry. Co. will attach one of their superb dining cars to this train. The reputation of these cars are unsurpassed. None need go away hungry. We anticipate a large attendance at this meeting, and it is requested that delegates going by this train will please notify the Grand Secretary, H. P. Feltrow, on or before September 1st proximo, in order that the Pullman Sleeping Car Co. may be notified of the number going, so that they can arrange for cars. They have also given half rate to delegates and wives, \$3.50 per berth, Chicago to Denver. The Tremont House will be the headquarters while in Chicago, the proprietors have extended the courtesies to delegates and their wives, at reduced rates on presentation of their credentials at the office. Parmelee's omnibus line will carry delegates and their wives free of charge, to and from hotel. We expect a good meeting and a pleasant time. Trusting that all divisions will send one or more delegates, I remain, your very respectful and obedient servant, Edwin Morrell, President. Approved by Ex. Committee.

—*The Railway Times*—a very neat and creditable journal by the way—prints a handsome portrait of a *handsome man*, Mr. Wm. P. Daniels, the grand secretary and treasurer of the Order of Railway Conductors, whose name is familiar in railway circles in all sections of the United States.—*Railway Age*.

Handsome man, indeed! If the *Age* is not careful it will lose its hitherto good reputation for veracity.

Legal Department.

Reported Expressly for the MONTHLY by R. D. Fisher, Indianapolis, Ind.

XXVI.

Injury to Employee—Free Pass—Liability, Etc.—This action was brought by the plaintiff, widow of, against the defendant to recover damages for the death of her husband, alleged to have occurred by the wrongful act, neglect and default of the defendant company. The defense set up by the company was, that deceased was at the time of his death an employe in the service of the company, and that if his death was caused by the negligence of the other employes of the company, then the company was not liable.

The evidence showed that deceased was employed as a regular brakeman on a passenger train that left Union Bridge every morning except Sunday, for Baltimore city, and returned to Union Bridge every afternoon, Sundays excepted. Deceased was employed and paid by the day, and was liable to be discharged any time. Deceased's family lived in Baltimore, and he had permission from the conductor to go to Baltimore on Sunday, September 2, 1883, and while traveling to Baltimore from Union Bridge on a train of the company, was killed by a collision. The conductor of the train upon which the deceased acted as brakeman had a regular pass for himself and all his crew to go to Baltimore on the train upon which the deceased was killed. He was traveling as one of the crew on this pass, and paying no fare, at the time he was killed. The deceased was not paid for Sundays unless he was required for duty, and he was not assigned for duty on the day he was killed. The judgment below was adverse to plaintiff and she appealed.

"The first question in this case," says the court, "is whether the deceased was in the employment of the railroad company on the day of his death, in such a manner that the company is entitled to claim the benefit of the rule that would exempt it from liability for the negligence of its other employes."

Held, 1. That the servant was not at the time of the injury acting in the service of the master. Nor was he engaged in fulfilling any part of the contract with his employer.

2. That it was no part of his contract that he should go to Baltimore to visit his family; that such visit was entirely outside and foreign to the service he owed it, and which he had not contracted to perform.

3. That on that day he was substantially a stranger and entitled to all the privileges he would have had if he had not been a servant.

That when a carrier undertakes to carry a person gratuitously (on a free pass) without a special contract, the passenger is entitled to the same degree of care as if he paid his fare. Judgment reversed and remanded.

Abell v. Western Maryland R. R. Co., Md., C't Appeals, March, 1885.

XXVII.

Negligence—Defective Bridge—Personal Injury to Passenger—Pleading. This suit was brought by plaintiff for damages resulting to him while a passenger on one of defendants' trains at Switch City, Indiana. It is alleged by plaintiff that while being carried, the car in which he was seated, together with the train by which he was proceeding, was precipitated into White river while passing over an iron or combination bridge used by the company, whereby he sustained severe, and it is claimed, permanent injuries by

the fall, and from being involved in the wreck of the train in the river. Further, that by the carelessness, negligence and default of its agents and employes, and for want of due care and attention to its duty in that behalf, the said cars broke through the bridge; that by its servants, agents and employes having so carelessly and negligently conducted the running of said cars, and was default in the care and oversight of said railroad and bridge, the same being as defendant knew, insecure. The company entered a general denial, and plead that the complaint was insufficient to constitute a cause of action, for failing to show that the plaintiff was himself without fault. From a judgment in favor of plaintiff the defendant appeals to this court where it was.

Held, 1. That in a suit against a railroad company for injury resulting from its negligence, an express averment that the plaintiff was guilty of no contributory negligence is not necessary, if that fact otherwise appears, as where it is averred that while the plaintiff, being a passenger, was seated in the defendants' coach, which by defendants negligence broke through a bridge.

2. Proof that a railroad passenger was injured by the train breaking through a bridge raised a presumption of negligence by the carrier, which may be rebutted by proof, but the slightest negligence in such case imposes liability, the case required being the greatest that is practicable in keeping the machinery and bridges in safe condition.

3. In the absence of proof that the safety of a properly constructed bridge may depend upon the soundness of a single iron rod, the jury should not be instructed "that if the bridge broke down because of a defect in a single rod, which was not discoverable, and the injury resulting therefrom, there could be no recovery." Judgment affirmed.

XXVIII.

Negligence—Pleading—Master and Servant—Failure to Notify.—1. This action based on a petition by a brakeman on defendants' freight train, alleging that he was ordered by the conductor to pull a coupling-pin, and uncouple the cars, and that the conductor after, and without notifying him, pulled the pin and uncoupled the train, in consequence of which plaintiff was precipitated to the ground and injured; further, charging that the conductor was incompetent and defendant was aware of his incompetency.

Held, to constitute a sufficient cause of action. 2. Such petition is not defective, because it states that defendants' conductor drew the pin, and that it was no part of his duty to uncouple cars.

Held, that the substantial cause of the injury was not the uncoupling by defendants' conductor, but the failure to notify plaintiff of the fact.

Nelson v. Kansas City, etc., R'y Co., Mo. S. C., May 26, 1885.

XXIX.

Questions Relative to Negligence—Law and Fact.—1. In an action to recover for an injury for alleged acts of negligence, the question presented, whether any notice was given the dividing of the freight train in a particular manner, or whether any warning was given of a sudden movement of the train, the immediate cause of the injury, or whether the party thereby injured or killed was at the time using due care for his safety, or whether he was a fellow servant with others to whom the negligent acts were attributed, are questions of fact for the trial court.

2. *Must be Confined to Acts of Negligence Alleged in the Declaration.* A plaintiff suing a railway company, to recover damages growing out of

negligence, will be confined in his evidence to the specific acts of negligence alleged in his declaration as the cause of his action. His allegations and proofs must agree; and he cannot charge in his declaration as a ground of action a specific act of negligence and succeed on the trial by proving another wrongful act wholly different from that charged.

3. In an act to recover damages for the death of the plaintiff's intestate, where the negligence charged in each count of the declaration is that while the deceased was on one of the cars of a freight train for the purpose of assisting in unloading stone, he was, by a sudden jerk or movement of the train, of which no notice or warning was given by those having it in charge, thrown down between the cars and run over and killed, it was *held*, that no recovery could be had on the ground that the foreman under whom the deceased was employed recklessly and negligently ordered him to go upon the cars having the stone before they were detached, and that he obeyed such order.

The C. B. & Q. R'y Co. v. Bell Admr., Ill. S. C.

(o.)

Ejecting from Car.—1. A passenger on a railway train is responsible for the fare of a child under his charge, and upon refusal to pay the same, may, together with the child, be ejected from the train, although he had paid his own fare.

2. Where a conductor on a railway train finds a child sitting beside a female passenger, and knows that the father of the child is on the car, or could know upon proper inquiry, he has no right to hold the female passenger responsible for the child's fare.

3. A passenger wrongfully ejected from a railway train is entitled to recover such damages as in the judgment of the jury, under all the circumstances of the case, would be a proper compensation for the unlawful invasion of his rights as a passenger, and for the injury to his person and feelings. But said passenger is not entitled to punitive damages, if the wrongful act was committed in the discharge of a supposed duty, or without any evil or bad intentions.

Philadelphia, etc., Ry Co. v. Hoefflich, Md. Court of Appeals.

(p.)

The use by a railway servant of defective and unsafe machinery delivered to him for use by the master, although the servant may have been guilty of negligence in using it, does not relieve the master from responsibility to a fellow servant injured thereby on account of the unsafe condition of the machinery used.

Russier v. Minneapolis, etc., Ry Co., Minn. S. C.

(q.)

A railroad company is liable in actual damages, on its contract for the safe transportation of a passenger, for wrongs and injuries inflicted upon him by the servant of the company, though the servant at the time be acting beyond the scope of his authority.

Texas, etc., R'y Co. v. Graves, Tex. S. C. 1885.

(r.)

In an action tried in the circuit court of Daviess county, Ind., in which Lena Ghee sued the E. T. & H. R'y Co. for \$1,000 damages which she claimed to have sustained by being carried five miles past the station to which she had purchased a ticket and was put off the cars and compelled to walk back at night, the jury returned a verdict in her favor for \$250.

Daviess Co., C. C., June, 1885.

Yard Masters' Department.

All Communications for this Department should be sent to W. C. Bradley, Como, Colorado, so as to reach him by the 10th of each month.

SALUTATORY.

In assuming editorial charge of this department of the MONTHLY, I desire to call the attention of the members of our grand and noble organization to some facts contained herein. It should be evident to everyone that signal victories or grand successes are not as a rule the result of the labors of any single individual, but are attained by unity of action; and to this end we invite the co-operation of our brethren in the Y. M. B. A., to make this one of the most interesting departments in the MONTHLY. The growth and ultimate success of the Order is dependent much upon this department. To make it interesting and instructive, it is absolutely necessary that we receive the hearty support of members and divisions of the Association in all sections of the country. If half of the benefits which have been and are still being received from a membership in the Association were known, our increase in members would be wonderful. To awaken the necessary interest in the Association is our duty, and will be our object and aim, but one must be furnished with the material to do this by you. Each division should select a competent person of their number who will interest himself and furnish us, monthly, if possible, matters of interest pertaining to his division. We are one of the noblest and best of all the organizations of railway men—yet but comparatively little is known by the mass of railway employes of our Association, its objects and aims. To what cause can this state of affairs be attributed? Simply to an apathy or lack of interest evinced by our members. For the past year we have had space in the MONTHLY which could and *should* have been, but which, we are sorry to say, never has been utilized. With your assistance, I promise that this state of affairs shall no longer exist. It will probably require some time to awaken the proper amount of interest in this department, but if the Yard Masters' columns are not what they should be, it shall not be the fault of

Yours Fraternally, W. C. BRADLEY.

NOTES.

- We are sorry to learn of the continued ill health of brother Sanger.
- Birmingham, Ala., boasts a division which was organized last month.
- A new Division was instituted at Harrisburg, Pa., July 12th, numbering twelve members.
- Division No. 8 of Denver is rapidly increasing in membership and has fully recovered from the effects of the mismanagement and dishonesty of some officers it had some time ago.
- The Grand Secretary and Treasurer writes that one hundred and eight new members have been added since May 1st. This is a good showing, and we predict that this year will be the banner year of the Order.
- The Association now pays a death benefit of one thousand dollars and the same amount to a member becoming totally disabled, such as losing an arm or a leg or an eye. Seven dollars per year has so far been the maximum amount of assessments.—*Como Headlight*.

—Charles F. Marshall, of Div. No. 8, is with the Texas Pacific Ry. at Fort Worth, Texas.

—A large and elegant crayon portrait of Grand Secretary and Treasurer Sanger adorns the walls of No. 8's division room.

—John J. Murphy, formerly assistant yard master for John Carney, at Denver, is with the Utah & Northern Ry. at Anaconda, Montana.

—The Association has been in existence eleven years, and during that time has paid benefits to the relatives of thirty-six deceased members.

—There are four states and territories in the Union in which the Association does not have a division. The grand officers expect this to be reduced to two this month.

—In the list of the executive committee in our last issue, a typographical error made us say Wm. Blood, when it should have read Wm. Blow. Bro. Blow is connected with the Grand Trunk Ry at Windsor, Ontario.

—We committed an error when we stated in our last issue that a resolution, offered at the late convention, that the Association be chartered, failed. On the contrary, a motion that the president, secretary and executive committee be instructed to procure a charter, prevailed.

—We wish to call attention to section 2 of article 9 of the constitution, which requires every member to belong to some local division. At present there are a large number of members who do not belong to subordinate divisions, but who transact their business with the Grand Secretary. This, besides increasing the secretary's labors, is contrary to the letter and spirit of the constitution.

—Yard Masters are beginning to realize the fact that to belong to our Association is to carry a recommendation with you wherever you go; for railroad companies recognize the fact that to be a member of our Order is not alone to be a man of experience and ability, but also a man of good standing in the community in which you live. Members of the Order throughout the country, in view of this fact, should strive to enforce the constitution and by-laws in their respective divisions, and work hard to advance and elevate the noble profession to which we belong; and which, in the importance and dignity of its labors, is second to no other in the land.

INDIANAPOLIS, IND., July 27, 1885.

DEAR EDITOR:—I desire to use your pages to communicate with the secretary of each division of the "Y. M. M. B. A.," relative to a very important subject, viz: The admission of members who have been dropped from membership on account of non-payment of assessments. We have some six or eight members of this kind, all of whom are good, sober and useful men, and men who would do us honor, but were dropped from membership on account of sickness or death in their family, or from loss of situation, making it impossible for them to meet their assessments when due, consequently they were dropped. I want an expression from each secretary, whom I hope will voice the sentiments of the individual members, whether it would be advisable to admit such men as new members upon the payment of a nominal fine, say \$5 or \$10. The different secretaries will please obtain an expression from their individual members and advise me at an early day their wishes on this subject. Very truly yours,

J. Q. HICKS, Chairman Ex. Com.

Mentions.

--NOTICE.--*The eighteenth annual session of our Grand Division will meet in Leiderkran's Hall, Market Street, between 2d and 3d Streets, Louisville, Kentucky, on Wednesday, Oct. 20, 1885.*

—We are in receipt of a copy of the *Topeka Daily Citizen*. It is a live daily, and we note its pleasant reference to the MONTHLY.

—J. H. Ryder has prepared some very fine photographs of the Grand Chief Conductor, 14x17 inches, which are suitable for divisions. They can be had for \$2.00 each.

—The first annual excursion of New England Division No. 157, occurred on August 9th, and we hope all had an enjoyable time. The brothers have our thanks for their kind invitation and complimentary.

—We are in receipt of "A Pointer," published in New York and Cincinnati for the use of travelers, tourists and the ticket office. It is full of interesting reading. In our next we will give some notes from it.

—We have on our table the wedding cards of Mr. and Mrs. W. O. Mohler, of Portland, Oregon. The fortunate lady is Miss Clara M. Baer. We extend to brother Mohler and wife our hearty congratulations and with them the best wishes of our five associate Grand Officers and their wives.

—We commend to the prayerful consideration of neighbor *Chat*, an editorial in *Peck's Sun* of August 8th, entitled, "To Credit or Not to Credit." The MONTHLY is young, but it is old enough to know better than to "appropriate" without giving proper credit, unless inadvertently omitted. "The Concert" was written for the MONTHLY. Give us credit, *Chat*, and you will "do us proud" by using anything in the MONTHLY.

—An improvement in draw bars has been patented by Messrs. George J. Johnson and E. H. Thomas of La Crosse, Wis., which is reported to have proved very successful during a 16-months' test on the Chicago, Milwaukee & St. Paul railway. Interlocking lugs are placed on the draw bar and draft timbers which meet each other and take the strain off the spring when the latter is extended about 1½ inches. This prevents the breaking of springs by a pull, and, if a spring should be broken by driving in a draw bar, the lugs will prevent the train from parting.—*Railway Age*.

—To the members of the Railroad Conductors' Life Insurance Association of the United States and Canadas: Gentlemen—Another fiscal year of our Association is drawing to a close, and in compliance with a provision of our constitution, I have the honor to notify you that the Eighteenth Annual convention of our association will convene in Lincoln Hall, in the city of Denver, Colorado, October 7th, 1885, at 10 a. m. You are hereby requested to elect and instruct your delegates as to the wishes of their constituents, as per Article 1 of by-laws. I take pleasure in extending an invitation to all Railway Conductors, whether members or not, to meet with us on this occasion. I also extend a cordial invitation to Railway Officials who may desire to do so, to be present with us. At close of the fiscal year your Grand Secretary and Treasurer will forward to you his financial statement. Yours respectfully, Edwin Morrell, President.

—The secretary of Logan Division No. 110 wishes the address of Frank Holland.

—A. E. Jeffries, Cone, Iowa, has volume 1 of the MONTHLY which he will sell for \$3.00.

—Brother Geo. Royer of No. 40, is now employed by the B., C. R. & N. Ry. and is in Cedar Rapids.

—The Grand Secretary will furnish blanks to any one wishing to bid for the contract of printing the MONTHLY.

—We had a short chat with Mr. L. C. Foster when in Elmira. He is the Gran' Organizer for the B. of R. B.

—We spent the evening of the 7th in Burlington in company with brothers Cross and Stanchfield, and had a grand good visit.

—P. A. Murphy, train-master B., C. R. & N., would like to know the address of Geo. Forbes, last heard from in New Mexico.

—*The Railroad Reporter* engages in an unseemly controversy with the Council Bluffs *Herald*. Better drop it, brother Armstrong.

—Bro. Jasper B. Judd and his estimable wife spent Sunday, Aug. 9th in this city. Their pleasant visit will be long remembered.

—Brother Allen Mahlon of Division No. 137, passed through Cedar Rapids on the 6th. We had a few moment's pleasant visit with him.

—Secretary of division No. 24, brother R. H. McKim, desires information of the whereabouts of W. H. Weeks, a member of No. 24.

—Major J. A. Wisner, of Division No. 70, is laid up for a while with a broken leg, out in Arizona. We hope he will soon be out again.

—Angus St. Clair, formerly editor of the *American Machinist*, now with the *National Car Builder*, was a caller at our office on July 29th.

—Bro. J. E. Harnest, Chief Conductor, is very happy. He has a young daughter at his home, and all the boys tender their congratulations.

—We were very sorry to learn of the illness of brother O. O. Winter, of Division No. 38. We hope to soon record his complete recovery.

—The attention of all division secretaries is called to the circular giving notice of the meeting of our Grand Division. Please see to it that your duties are performed promptly.

—All division secretaries will please fill out the postal card inclosed with your annual report promptly, as it is one of our means of information in making out our annual report.

—We owe Centralia division No. 112 an apology for our oversight of a paper sent us for publication; we are very sorry it occurred, it was mislaid and has just come to light.

—The beautiful crayon portraits of ye editor and wife, so kindly presented at Cedar Rapids, were made by Miss Kittie Joslyn, of Cambridge, Ill. The work is beautiful and commends itself to all.

—When east we had the pleasure of a moment's talk with brother Mart Clancy. He is well and hearty as ever. He has charge of trains 4 and 5, N. Y. P. & O., between Salamanca and Kent.

—We are in receipt of a copy of *The National Car Builder*—the first copy we have seen. It is replete with interesting news appertaining to railway service and is a valuable work. We cheerfully place it on our exchange list

—Brother E. A. Peaterson is hereby notified and summoned to appear at the hall of St. Louis Division No. 3, O. of R. C., No. 700 North 5th street, at a meeting of said division to be held September 13th, 1885, to answer to charges preferred against him.

—Messrs. Wilkinson and O'Shea, Grand Master and Grand Secretary of the B. of R. B., desire us to state for the benefit of all interested, that the B. of R. B. have no connection whatever with the Mutual Brakeman's Association of the Gould system.

—Of all the happy men we have met lately, brother C. A. Wood takes the cake—its a boy. We will try and encourage brother W. to bring him to Louisville this fall so we can all see him. We extend congratulations. How about the excuse now, brother W?

—Brother Fred Kelley of No. 14, would like the address of A. A. Wright. When last heard from was on the Northern Pacific Railway; also Charles Nelson who was last heard from at Detroit, Mich. Please address F. A. Bunnell, secretary No. 14, Cleveland, Ohio.

—We were in error in stating that our brother, James Ogilvie, was in charge of Toronto jail. He is located at Hamilton, Ont., his old home, and will be glad to entertain any of the brothers, should they pass that way, providing they do not come under commitment.

—We are in receipt of a nice badge and complimentary ticket to the annual excursion of Union division No. 13. We wish the brothers every success and hope they may have a grand time; we are sure they deserve success for our Canada brethren never do anything by halves.

—The N. Y., L. E. & W. have at last stepped in the front rank among our railway lines. Their new train, No. 5, Chicago and St. Louis limited, is a "Jim Dandy," and no mistake. Passengers report the accommodations fine and the time excellent. We wish them success.

—Brother A. G. Post, of the 1st Division of the N. Y. P. & O., has been sick for some time with rheumatism, but thanks to the healing waters of the springs at Mt. Clemons, Mich., he is again well and took his run Monday, August 3d. He is one of the old-time conductors on that line.

—Our correspondent writes that the B. of R. B. held a union meeting at Dennison, on July 27. Every division on the Gould system was represented. They were hospitably cared for by Div. 15 B. of R. B. The visitors made a very favorable impression by their gentlemanly deportment.

—The B. of R. B. had a union meeting of their association in Cedar Rapids on Sunday, Aug. 9th. It was largely attended and of great benefit to all present. While here we received a pleasant call from Messrs. Wilkinson, G. M. O'Shea, G. S. Foote and others. We wish the boys success.

—Ira C. Sherry, Division No. 147, will give a grand ball at the rink, in Easton, on Monday evening, September 14th, and it bids fair to be the grandest affair ever held under the auspices of the Order in that part of the country. We have been invited to take part. We wish the brothers every success.

—We have given during the year dates to a number of our divisions for meetings on week days, and have been informed that they could not have a meeting. We certainly cannot meet all on Sunday, as there are but 52 in the year, and 185 divisions, some must be left out, and we cannot be blamed for the omission in visiting them.

—The gavel in use by the chairman of the Democratic State Convention is the one that was used in the first division of the Order of Railway Conductors ever organized, eighteen years ago in Amboy, Ills., then known as Conductors' Brotherhood. It will be used to open the next Grand Division at Louisville, Kentucky, in October.—*Cedar Rapids Gazette*.

—We had expected to take an extended trip westward, as far as Denver, the last of August, but divisions specified have failed to accept dates offered, and we shall perhaps go eastward on that date. We expect to be in Peoria, Ills., on September 6th, to attend a union meeting of Divisions 79 and 83, at least we have given them the date, but as yet have not heard from them in regard to it.

—We are in receipt, through the kindness of Mr. Geo. L. Cross, north-western passenger agent, L. & N. railroad, of the neatest advertising sheet we have seen, entitled "The Loves of Ellen N." It's a dandy, and he has our thanks. We can testify to the truth of many things cited in his poem from personal experience. Mr. Cross is a brother to brother W. C. Cross, of No. 31, at Burlington, Iowa.

—J. P. Bledsoe, editor of the *Western Railroader* and a member of our Order, was a pleasant caller at our office August 9th. We were pleased to meet him and also desire to note the improvement in his paper. It is now a neat magazine of 62 pages, and brother B. informs us that it is rapidly increasing in circulation. It is the representative of the Brotherhood of Brakemen. They should give it their hearty support.

—We are pleased to note among the names of the members of Division No. 180, located at Atlanta, Ga., the name of brother Bradley. Thus does the son succeed the father in his membership in our Order. Our late brother James M. Bradley was at one time Grand Treasurer of the Order. He was an honored member of Gate City Division No. 22. We well remember him as a delegate to our Grand Session held in that city eleven years ago.

—Brother Morgan L. Wood, one of the oldest passenger conductors on the old Erie line, has left the service and will engage in the coal trade in the city of Elmira, his home. Brother Wood retired after thirty-six years continuous service with one company. During this time he never cost the company one dollar that could be laid to his carelessness or neglect of duty. This is truly a wonderful record, and one that he can well feel proud of. We wish him abundant success in his new business.

—From the present outlook the trouble between the Knights of Labor and the Wabash railway will not assume very great magnitude, and as yet but very few are engaged in the strike. Striking against the bankrupt Wabash system looks like striking a man when he is down, and the sooner the laboring men of this country get themselves away from labor cranks the better it will be for each and every one. Fanatics in every class of society are a detriment to it, and we hope to see the time when they will not be tolerated.

—We are in receipt of a photo taken from a cut in the June MONTHLY, and the following circular which speaks for itself: "Fifty Dollars Reward! Arrest the rascal. Wanted for forgery. Police Department, office of the Superintendent, Grand Rapids, Mich., Aug. 3, 1885. S. D. Fuller, alias W. R. Wilhite, Clark and others, as per enclosed photo. Height, five feet ten; weight, about one hundred and sixty pounds. Dark hair, slightly mixed

with gray. Heavy, dark mustache. Dark complexion, long nose, slightly flattened at end. One front tooth badly decayed. Dark suit clothes, all same material. Coat cut sack. Shirt collar same as photo. Button shoes. Black Derby hat. Had gold hunting case watch—heavy—fourteen carats. Was accompanied by a woman. Has weakness for fast women. Talks horse all the time. Plenty of money. Stops at first-class hotels; drinks hard. Talks Fort Worth and Texas. Specialty—bank identification on short acquaintance. Good history can be found in *Railway Conductors' Monthly*, June number, 1885. Give special attention, and wire John Perry, Superintendent of Police."

Since the above was in type Fuller has been arrested in Trinidad, Col.

—At a meeting of the Order of Railway Conductors, held in the hall of Des Moines Division No. 38, Sunday, July 26, 1885, the following was unanimously adopted:

WHEREAS, It has pleased the Grand Chief Conductor of the Universe to call from this world of care, trials and suffering our late President, U. S. Grant; and,

WHEREAS, It is not in accordance with the rules of our Order to draft resolutions of sympathy for others than families of conductors; and,

WHEREAS, Our late President was the foremost citizen and soldier of our country; therefore, be it

Resolved, That the members of the Order of Railway Conductors, in union meeting assembled, offer their sympathy and condolence to the family of our late President, and that we recognize the great loss that his family and the country have sustained in the death of so good and great a man; and be it further

Resolved, That these resolutions be accepted as expressing the sentiment of every member of the Order of Railway Conductors, and that they be entered in full in the minutes of this union meeting, and that a copy be furnished the State *Register* and *Railway Conductors' Monthly* for publication.

Committee—Ed Coman, Kaw Valley, Division No. 55, Chairman; W. H. Smith, Peoria, Division No. 79; Howard Case, Des Moines, Division No. 38.

—PRESENTATION.—Robinson Division No. 78, Order of Railway Conductors. Presentation by Mrs. F. Chamberlain:

BROTHERS:—You are banded together in a noble brotherhood. The objects of your organization are laudable and worthy of imitation, and the good results already achieved by your noble band have been amply testified to by many an unfortunate brother; and the heartfelt prayers that have ascended to Heaven by the weeping widows and fatherless children, have proved the beneficence of your organization.

As a slight token of the esteem and love which we, the wives of the members of your Order hold you, not only in the proper place in our hearts as our husbands but as a noble band of brothers, organized together for a laudable and humane purpose, and in furtherance of the objects of your organization, we here present you, in the names of your wives, a copy of the *Sacred Scriptures*, and ask you to accept it at our hands. Let the Holy Precepts herein taught be the rule and guide of your actions through life and ever remember that rule of the Christian life laid down by the Great Conductor that to be a true Christian in the fullest sense of the term, is to visit the widow and the fatherless in their affliction, and to keep themselves unspotted from the world.

LIST OF DONORS:—Mrs. C. Westcott, Mrs. E. Schmitt, Mrs. J. L. Crowe, Mrs. W. M. Hickey, Mrs. A. E. Hodges, Mrs. F. Chamberlain, Mrs. H. F. Fox, Savanna; Mrs. C. A. Ives, Davenport; Mrs. E. B. Carr, Mrs. P. Connors, Mrs. T. Carence, Mrs. T. J. Foley, Freeport; Mrs. E. W. Biggs, Marion; Mrs. J. M. Balcock, St. Louis; Mrs. F. Sullivan, Mrs. J. Anderson, Mrs. J. R. Weldon, Chicago.

—The regular conductor is back on his run again after two months absence from the office, so the September number will be as *feebly edited* as before. We have this consolation, however, that men who have been in the business for years sometimes make mistakes, and although they have no charity for those younger in the business, it always looks a little cowardly to abuse a man for what he don't know. We hope, however, if we live long enough, to know as much as *some* others in the business. The *extra*, however, did himself proud in the issues he edited, and we shall not hesitate to leave him in charge at some future time. We desire to thank our readers for their kind words. They cheer us forward in the better performance of our duty, and it is a satisfaction to know that our humble efforts are appreciated, and while, as yet, we haven't learned the art of reaching 40,000 post-offices with a 5,000 issue, we will do our best to entertain our readers with such reading matter as will not bring the blush to the cheek of any, however fastidious, and hope meanwhile to improve from day to day in the calling you have selected for us.

OFFICIAL.

CIRCULAR NO. 10.

OFFICE OF GRAND SECRETARY, August 24, 1885.

BROTHERS—The following are reported:

RE-INSTATED.

By Division No. 19, July 28, A. G. Bodley.
 " " 21, July 24, James L. Cullen.

SUSPENDED.

By Division No. 15, May 24, ——— Birkett,
 " " 16, July 19, A. H. Home and Wm. Marden.
 " " 160, July 26, C. H. Clark.
 All for non-payment of dues.
 " " 49, August 9, W. W. Shannon.
 " " 81, July 26, J. F. VanWay.
 For unbecoming conduct.

EXPELLED.

By Division No. 153, for deserting wife and family and eloping with a young girl, Benjamin Snyder.

Division card No. 7107, issued June 13th to Peter Anderson, of Division 17, has been stolen. Division card 7712, issued July 27th to W. A. Keefe, of Division 18, has been lost. Retain and return to me if presented.

W. L. Flannery is reported as suspended by Division No. 79 for non-payment of dues; it should be unbecoming conduct.

In circular No. 9, W. B. Seaman, of Division 36, is reported as suspended for non-payment of dues; the name should be W. B. Learnard.

By order of the Grand Chief Conductor, all divisions that have not subscribed for the RAILWAY CONDUCTORS' MONTHLY for division use, have been placed on the subscription list and the amount charged to their account.

In the Insurance Association, benefit No. 40, \$2,000, has been paid to Mrs. Nellie Clancy, for death of John Clancy, of Belknap Division No. 96, who was killed by falling from his train May 20th.

Benefit No. 41, \$2,000, has been paid to Mrs. Maggie Ellis, on account of death of W. E. Ellis, of St. Paul Division No. 40, who died of consumption, June 5, 1885. Notice of assessments 42 and 43 have been issued on account of the above payments. All members whose certificates are dated on or before May 20th, pay both assessments, \$2.00, and if they have not received notice, should remit immediately and notify me of the non-receipt. All whose certificates are dated after May 20th and on or before June 5th, pay assessment 43, \$1.00. There are, this date, 2,615 members in the Insurance Association.

Division secretaries please note that your annual report cannot be made until your last meeting in September; blanks will be sent you in ample time for this, so it is useless to write to me requesting them now, as they cannot be sent. These blanks when sent you will contain statements of your division account, and owing to the amount of work, it will be impossible for me to make any statement before that.

A pamphlet containing instructions in regard to the annual report, etc., has been mailed to you; if you do not receive a copy, please notify me.

Yours truly, in P. F.,

WM. P. DANIELS, Grand Secretary.

C. S. WHEATON, G. C. C.

DEAR SIR AND BROTHER:—We, your trustees, as appointed by circular No. 2, would respectfully report progress of the Hy Shew benefit fund.

December 21st, 1884, we received five hundred dollars from brother Wm. P. Daniels for brother Shew.

On January 24th, by appointment brothers Sackett and Savage came to Elmira to consult in regard to investing the fund in some light business for the benefit of brother Shew. The facts in the case did not seem sufficient to warrant the investment, as the business brother Shew wished to engage in was a retail store of men's underwear, at 151 E. Baltimore street, Baltimore, Md., requiring a larger capital than the fund could be expected to reach. Copying from brother Shew's letter to the trustees: "I can secure an established business in which I am assured I can make a living, if I had capital of two or three thousand dollars to start with." It was decided by your committee to place the fund on deposit in the Second National Bank of Elmira, N. Y., allowing brother Shew twenty-five dollars per month, which amount has been paid monthly, beginning January, 1885, with an extra allowance of twenty-five dollars in May.

The following Divisions have contributed to the Hy Shew fund:

Division Number.	Amount.	Division Number.	Amount.	Division Number.	Amount.	Division Number.	Amount.	Division Number.	Amount.	Division Number.	Amount.
1	10.00	23	1.75	46	20.00	76	3.15	112	5.50	136	6.25
3	24.00	24	5.00	47	20.00	78	4.00	113	5.00	137	4.00
4	10.00	26	12.00	49	18.00	79	16.00	114	5.50	138	12.00
5	7.50	27	12.00	50	5.25	80	4.25	115	12.50	141	10.00
6	7.00	28	9.50	52	16.00	83	20.00	116	2.50	142	11.50
7	11.00	29	6.00	53	5.00	84	5.00	117	7.00	144	4.50
8	20.00	31	25.00	54	10.00	85	10.00	118	5.75	145	2.25
9	13.25	32	10.00	55	50.00	86	7.25	119	5.50	146	3.00
10	7.00	33	2.25	56	13.50	94	10.00	120	4.00	147	6.00
11	19.00	34	11.00	58	5.00	99	7.00	121	7.50	148	6.50
12	11.50	35	5.00	59	11.00	100	7.00	122	3.50	149	5.00
13	14.25	36	15.00	60	10.00	101	6.50	123	8.00	150	4.00
14	10.00	37	7.50	61	10.00	103	15.00	124	9.75	151	3.00
15	10.00	38	5.00	63	3.75	104	10.25	125	7.00	152	2.00
17	21.50	39	10.00	65	4.00	105	2.00	127	6.25	153	3.74
18	8.50	40	63.00	66	2.00	106	11.15	130	4.00	154	4.25
19	9.50	41	10.00	67	4.50	107	3.25	131	22.00	155	3.00
20	10.00	42	3.00	69	20.00	108	10.00	132	3.00	---	---
21	10.00	44	10.00	72	10.00	109	6.00	133	6.00	---	---
22	8.00	45	10.00	75	4.25	110	10.00	135	7.00	---	---

J. C. Moon & Wade, \$1.00. Coulter, Welch & Rundell, 75 cents.
Total, \$1,115.05.

DISBURSEMENT.

We have drawn out of the fund in favor of brother Hy. Shew, \$175.00. Leaving a balance of \$940.05. All of which we respectfully submit.

Yours in P. F.,

C. A. WOOD, }
O. SACKETT, } *Trustees.*
M. C. SAVAGE, }

Elmira, N. Y., June 15th, 1885.



W. L. ROBBINS.

The above party was at one time a conductor on the G. W. R., (now G. T. R). During the summer months he officiated as a passenger conductor between London and Port Stanley, Ont. He had a nice family, which resided in London. Brother Wm. Frazer was the regular conductor of the train in winter, but in summer gave his time to his beautiful hotel property at Port Stanley. He also had a nice family, and among them a beautiful and accomplished daughter, the pride of her parents. When on the run Robbins was the guest of brother Frazer, at his hotel, during which time an intimacy sprung up between Miss Frazer and Robbins which resulted in a well planned elopement scheme, which was carried into effect. Robbins leaving his family in London, took the young lady and started south, whither brother Frazer followed, and finally found them in Galveston, Texas, where he had Robbins arrested and jailed for a time, brother Frazer bringing his daughter home. Robbins was tried and expelled from the Order for the offense. Men who will not regard the sanctity of the family relations, who deliberately enter the family circle and blast the life of the young, pure and innocent, cannot be too strongly condemned by all. Our Order has no sympathy with such—its teachings are directly the reverse. The sketches should be a warning to all our members, that in future their conduct should be such as become gentlemen.

The above is published by request of one of our largest and best divisions.

The Railway Conductors'

MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, OCTOBER 1, 1885.

No. 10.

RETRIBUTION.

When I saw God's promise to Abraham, when
Sodom was offered for ten righteous men,
I closed my eyes in a reverie deep ;
Although not intending, was soon fast asleep.

I dreamed of His mercy extended so often
To those whom, apparently, nothing could soften,
And, with other sinners, thought I could see
His wonderful mercy extended to me.

In passing from earth to mansions above,
Joy filled my heart at His pardoning love,
Because such as I was spared Sodom's fate.
And I thought Peter, who guarded the gate,

Welcomed, most cordially, all who there came ;
The sick, the poor, the blind and the lame,
If striving on earth to meet God's approval
Only a little, entered here on removal.

Men who, on earth, had very few friends,
Were welcomed, e'er dying they made amends.
Very great sinners, also, here came,
Entered rejoicing, since One bore the blame,

Until I cried, "has heaven no limit ?
"Is mercy so bright nothing will dim it ?
"On earth was there never any one vice,
"Sufficient for man to lose paradise ?"

The Master once said, "If I lifted up be,
"I will surely draw all men unto me.
"Who harkens to me may enter within,
"Unless they commit the unpardonable sin."

How may we know when that is committed,
Making the "doer" for heaven unfitted?
Watching the host, while filing along,
At last I discover who did the great wrong

The great and unknown passed in side by side
The once haughty man now shorn of his pride
Many who once had wickedness tried,
Because, for each, the Saviour had died.

Editors! yes, even lawyers applied?
To each application the gate opened wide,
Until at last I was about to decide,
"Every one enters here, none are denied."

Directors and railroad officers too,
Engineers, conductors, in fact all the crew,
Though, upon earth, not living the best,
At last, to the Master came and found rest.

Amazed at such mercy, such wonderful pardon,
Even Pharaoh came, though his heart did once harden;
Since that long-ago God's mercy he craved,
With the "ends of the earth" came, and was saved.

Sneaking behind a potentate's chariot,
Shambling along, I saw Judas Iscariot,
Locked arm in arm like familiar instructors,
With the fellow, in life, who spotted conductors.

"Enter not here ye betrayers of men,
"Hell is *your* portion after life." When
Peter cried out, "Make the flames hotter,
"For Judas Iscariot *because of the spotter.*"

While, naturally, I am not very hard-hearted,
 At sound of this order I joyfully started,
 Filled with joy and estatic emotion
 At seeing such men receive their due portion.

In all that saved host was nothing but scorn
 For betrayers of men, who were "better not born ;"
For such there's no pardon, naught but derision,
 And then I awoke—behold, 'twas a vision ! S. E. F.

A REVOLUTIONARY RELIC—THE BEEKMAN HOUSE.

On the north side of Fifteenth street, near First avenue, on an eminence from which there is a fine view of East River and Blackwell's Island, with its large public edifice, stands an old mansion, which from its historic associations, reaching back a hundred years, and embracing the dark and stormy period of the revolution, is looked upon with an interest bordering upon the romantic. No feudal castle, in the most stirring and eventful times of English history, had more important or exciting scenes transacted within its walls, than have transpired within the walls of the Beekman House. More than one hundred years ago its original proprietor, Mr. James Beekman, a merchant and staunch republican of the old school, then residing in Hanover Square, now Pearl street, purchased a small farm, which he called Mount Pleasant, with a view of erecting thereon a suitable residence as a summer resort. In due time a neat edifice was erected, the grounds laid off, the garden planted and all the other necessary appointments made to render it a desirable abode during the heat of summer ; successive additions and improvements were made to the house from time to time ; a large conservatory was erected in the midst of a garden laid out with the greatest taste and ornamented with every variety of trees, plants and flowers ; the whole was traversed by beautifully graveled walks, traces of which remain to the present day. It was only till recently a traditional story that such a garden existed. So much had been said of its walks and its bowers that it was looked upon in the same fabulous light as the garden of the Hesperides. The present proprietor, Mr. S. W. Dunscomb, who with great taste has repaired the old mansion, re-arranged the grounds and graded and macadamized that portion lying west of the house, finding it necessary to this place to remove the sod from the site of the old garden,

brought to light that which had so long been hidden, and the clear white pebbled walks were exposed to view, showing all their graceful curves and windings. The green-house, some portion of the walks of which remains, contained the rarest exotics, and was a place of fashionable resort for the aristocracy of that day. Nothing is left to proclaim its ancient glory but some lime and lemon trees, which are in possession of a florist at Astoria. The old Stuyvesant pear tree, which stands at the corner of Thirteenth street and Third avenue, is a cotemporary with these trees. Washington and his staff, with distinguished officers of the American army, such as Lafayette and others, were often hospitably entertained. They were held councils of war, and here plans were devised of resistance to the encroachments of the British army then in the occupancy of Long and Staten Island. It was doubtless in the spacious drawing-room of this venerable mansion that Washington and his council, on the 7th of September, 1776, determined on retaining the city, notwithstanding the threatened aspect on the border, and it was here on the 12th, five days after this determination, this council revoked that order and resolved on evacuation. Consequent upon this action, the main body of the army removed to Mount Washington and Kingsbridge, and Washington took up his headquarters at the deserted mansion of Colonel Roger Morris, a loyalist who had fled to the Highland. This is an elegant mansion, and remains unaltered to the present day. It is on the high rocky bluff of the Harlem river, a short distance below High Bridge, and commands one of the most beautiful and picturesque views of any position on the island. Like the Beekman House, it has a history, and many wonderful things, if tradition is to be relied upon, has transpired beneath its roof. The house was once owned by the widow of the celebrated Aaron Burr, better known, however, as Madame Jumel, the name of her former husband. Unlike the Beekman House however, though connected as it is with the struggles, trials, and triumphs of the revolution, and which should thereby be accessible to an appreciative public, we are told that it is shut out, not only from the citizens of New York, but all the rest of mankind. It belonged to a loyalist, a rival of Washington, and has fallen into legitimate hands.

It was not long till Howe crossed over from Brooklyn and invaded the city, and Washington hearing the canonading from the Morris mansion, could not be restrained from leaping into his saddle and hurrying to the scene of action. He found the rear guards under Brigadiers Parsons and Fellows flying from the enemy at Kipp's Bay, where they had landed at the

foot of Twenty-Third street. He tried in vain to rally them, and despairing, threw his chapeau on the grounds and drawing his sword, spurred toward the enemy. One of his aids seeing his imminent danger, caught the rein of his horse and saved his life. The Americans then retreated to the middle of the island and encamped upon the Inleburg, an eminence between the present 5th and 6th avenues and Thirty-Fifth and Thirty-Eighth Sts.; from thence they marched to Fort Washington, about ten miles from the City Hall. Washington sent orders to Putnam, who was in another part of the city, to evacuate immediately. Howe, with Tryon and Clinton, finding they had made a successful entry, went to the house of Robert Murray, at Murray Hill, near the site of Dr. Springs new church, for the purpose of refreshment and rest. Mrs. Murray was an incorruptible whig, and she hit upon the expedient of furnishing, with all the blandness and fascination of a lady of refinement, her guests with a good supply of cake and wine, by which she detained them for several hours, thus giving abundant time for Putnam with his men, to leave the city, which they did by the Bloomingdale road, and escaped to Harlem heights. Mr. Beekman had gathered together his moveable property and departed with his wife and family up the Hudson to Esopus, now Kingston. Before leaving, however, he deposited all the crockery which he had, consisting of full sets of China and many curious articles in Dresden ware, in the earth beneath the floor of the coach-house. In a closet in one of the upper rooms of the mansion he deposited some choice wines and grapes and papered it over so as to conceal it. Howe and his officers made their head-quarters at the Beekman House, and as the old gardener, John Hanna, was left to take care of the property, he was particularly faithful in not letting the Britishers know where the treasures were concealed, though often importuned to do so. The treasures of the Beekman House was as perfectly hidden as were the treasures of Captain Kidd at "Hell Gate." The British soldiers pierced the ground all over in the garden with ramrods for the purpose of finding them, but had their labor for their pains. They remained safely hid until the family returned, and the rich vases were unearthed, while the wine had grown better by age and the grapes had turned into raisins.

The residence of Mr. Beekman in Hanover Square being spacious and eligible, was also selected as quarters for the British officers, and here Admiral Digby and Prince William Henry, then a midshipman, and afterwards kind of England, took up their abode. Washington called a council at the Morris mansion for the purpose of arranging for future action. Among

other things it was deemed proper to send a spy into the enemy's camp, providing the proper person could be found. The whole matter was entrusted to Colonel Knowlton, who commanded a regiment denominated the "Congress' Own." He communicated the matter to the choice spirits of his regiment, but a great hesitation was manifested on account of the hazardous nature of the enterprise. At length Captain Hale, a gallant officer and graduate of Yale College, volunteered for the service. His friends tried to dissuade him, but he resolutely resisted all, and said if his country needed his services it should have them. Having made all the preparations necessary, he repaired to headquarters and received from Washington his instructions, accompanied with orders to all American armed vessels to convey him wherever he might desire to go. Thus equipped he crossed the Sound to Oyster Bay and made his way to the British camp at Brooklyn and vicinity. While there he made sketches and notes. He had attired himself in the garb of a country school-master. Thus disguised he was enabled to pass the British lines, and it is generally believed that, after having fully investigated the position and circumstances of the enemy's camp on Long Island, he crossed over to New York, which was overrun with British soldiers. Here he was in great danger, as was every citizen who went abroad without a royal protection in his pocket. Had he been arrested he would have been confined in the "Old Sugar House," from whose fearful gateway the dead-cart daily bore away its victims who had died by starvation or poison from the hands of merciless wretches who had charge of this prison. After accomplishing the object of his mission he retraced his steps, encountering the same difficulties, and arrived safely at "The Cedars," near Huntington Bay, where he had made arrangements to meet a boat to convey him across the Sound. It was early morn, and across the placid waters he could discern the shores of Connecticut, his native State. Elated as he must have been at his success, and feeling an honest pride well up in his bosom, that soon he would be able to communicate to Washington the result of his investigation, he was startled at the approach of a barge from a man-of-war filled with soldiers, who, presenting their muskets, commanded him to surrender or die. He was captured and taken on board the man-of-war, where he was searched, and between the soles of his boots were found drawings of military works and description of the same in Latin. He was immediately conveyed to New York, and reached it at the time of the dreadful conflagration which laid nearly one half of the city in ruins. Soon after his arrival he was taken to the Beekman House, which, as we have before seen,

was the headquarters of Howe. It was now the summer of 1776, and the plants and trees of the green-house had been moved to the sides of the walks in various parts of the garden. This being empty and being quite commodious, it was selected as a suitable place to try Hale. The notes found in his possession, the drawings of the intrenchments and fortifications, together with other items which he had collected for the use of Gen. Washington, were proofs conclusive of his guilt, and it was no difficult matter to make out a case. Judgment was soon rendered, signed by Howe in the name of George III. He was condemned as a spy and sentenced to be hung the next morning at daybreak. He was given over to the custody of a brutal Irishman, who was then Provost Marshal of the city, who took him to the prison where the Hall of Records now stands, and Hale was treated by him with the greatest indignity. After much entreaty he obtained writing materials and addressed letters to his parents, to his brother, and to Miss Adams, to whom he was betrothed, but the infamous wretch who had him in charge no sooner received them for delivery than on reading them tore them to pieces, exclaiming, "The rebels shall never see they had a man that could die with such firmness!"

A few hours more and morning came. It was the morn of a bright, beautiful Sabbath in the early part of Autumn. The place of execution selected was Rutger's orchard, not far from the spot where Stewart's downtown mercantile establishment now stands. With hands tied behind him and a convict's cap on his head, he was ordered by the Provost Marshal to enter the cart and take his place beside his coffin. Accompanied by a detachment of soldiers he was borne to the fatal spot. Just as the sun was rising he was ordered to descend from the cart, and the hangman having adjusted the rope around his neck, the other end of it was thrown over the limb of an apple tree. The ladder was then placed against the tree and he was ordered to ascend, which he did with an intrepid calmness. The Provost Marshal then demanded his confession and dying speech. At this the face of Hale was all aglow with patriotism, and with an unfaltering tongue, in clear and manly tones, he exclaimed: "My only regret is that I have only one life to lose for my country." At this the enraged marshal cried out, "Swing up the young rebel," and the spirit of the young, the talented and brave Nathan Hale passed away in peace to its God. The following beautiful tribute was written by the Rev. Dr. Dwight, of Yale College:

"Thus, while fond virtue wished to save,
Hale, bright and generous, found a hapless grave.
With genius' living flame his bosom glowed,
And science lured him to her sweet abode."

In connection with the melancholly history of Hale, we may properly introduce that of Andre. Only four years after Hale was brought to the Beekman House, the youthful and gallant Major Andre was a guest at the same house. Here he arranged his plans for delivering to Sir Henry Clinton the fortifications at West Point. The room he occupied the night before leaving was the first room at the head of a flight of stairs leading from the hall connecting with the parlors, and was the same room in which the wine and grapes were concealed. From the Beekman House he went over to the Hudson and took passage on the Vulture, a sloop-of-war. The next day he arrived at Fort Montgomery, five miles below West Point, in company with Beverly Robinson, an American residing at the line, through whom the communication had been carried on. Washington observed the vessel while crossing the river, but had no suspicion of the intended treason. Being furnished with passports from General Arnold. Andre and Robinson landed and were received by the traitor at the landing. Andre retained his regimentals, though he had taken the precaution to put on a grey overcoat. Having arranged all the details of the proposed treason, Arnold delivered to Andre draughts of the works at West Point, and memoranda of the forces under his command. Andre then returned to the beach in hopes of being immediately conveyed to the Vulture, but the ferrymen, who were Americans, having observed with suspicion the vessel, it having been fired upon by Colonel Livingston, from Van Plank's Point, and having retired down the Hudson. Under these circumstances they refused to carry him, and as Arnold would not interpose his authority, he was obliged to change his uniform for a less suspicious dress and return by land. Accompanied by Smith, an emissary of Arnold, and provided with a passport under the assumed name of Anderson, he set out and reached a spot from which he could see the ground occupied by British soldiers. As he was entering Tarrytown, which if he had succeeded in doing he would have been beyond the reach of the enemy, an armed man started from the thicket by the roadside and seizing his horse by the reins demanded to know where he was bound. No sooner was this done than two others came up.* Instead of presenting his passport, which he should have done, he asked them to which party they belonged. They instantly replied, "To below." And this throwing him completely off his guard, he replied, "So do I. I am an English officer on urgent business, and do not like to be detained." "You belong to our enemies," was the startling rejoinder, "and we arrest you."

*The three men who arrested Andre were Williams, Van Antwerp and Spaulding. Spaulding's grand-son lives in Adrian, Mich., now.

He then presented his passport, but it was too late. He then offered them his horse and money and a large reward, but it was all of no avail. They then proceeded to examine his person, and in his boots they found the fatal papers. He was sent accordingly to the commander-in-chief to be tried as a spy. The court-martial summoned by Washington consisted of Generals Green, Lafayette and Knox. On his trial he concealed nothing, but frankly confessed the whole. Clinton used his utmost endeavors to save him, but all was of no avail. Could the traitor Arnold, who fled the country, have been found, it would have satisfied the ends of justice. He was condemned and hung at Tappan, three miles west from the Hudson river, on the 2d of October, 1780.

The British officers who occupied the Beekman House for several years were the most unscrupulous in regard to individual rights. Only one of them paid any rent. The gardner kept a record of the dates of arrival and departure of these unwelcome guests, from which it appears that Admiral Howe and Commissary Loring occupied it from the last named period to 1782. While occupied by Howe, to please a whim of Madame Loring, whose fame is celebrated in the "battle of the keys," the chamber over the back parlor was decorated with blue and gold, and retains the same color to this day. During the occupancy by Clinton, Madame Reidesel, whose husband was a captain of the German troops at Saratoga, was invited to spend her summers there. The lady afterwards published a book entitled, "Letters and memoirs relating to the war of American Independence." She thus writes: "The situation is uncommonly beautiful; around the house we have meadows and orchards, at our feet the East River, not far from us the dangerous rocks called 'Hell Gate.' Many ships, we thought, were near foundering, but only one was actually driven upon the rocks and lost. General Clinton is with us often. We spend the summer in our delightful country seat, where the Misses Robinsons contribute to enliven our company." It was while the Baroness Reidesel was occupying the house that Andre spent his last night in New York. Nothing can excel the quaint old architecture of this mansion. Though Mr. Dunscomb has removed the ponderous door to the front entrance, which seemed strong enough to guard the entrance to a castle, and has introduced some modern improvements, the interior remains as it did a century ago. The mantelpiece in the front parlor, over which hung the family coat-of-arms, which has been removed, is curiously and elaborately wrought. The arches over the mantles and doors do not meet, but have a niche about a foot in width. The mantle in the

back parlor is made of four kinds of marble, and cost at the time a piece of property on Broadway valued at \$800, but now worth \$150,000. We must not close this without mentioning the old coach which has come down in the Beekman family, untouched by way of repairs for nearly a century. It bears upon it doors the family coat of arms. It is a four-horse coach and looks as though it might last, with moderate use, a hundred years to come. It very seldom takes an airing, and it is considered quite a treat to ride in it, a thing we have not done, but some of these days we hope with a pleasant party to take a jaunt to the high bridge over the Bloomingdale road.

A REVOLUTIONARY SOLDIER.

THE FREIGHT TRAIN BRAKEMAN.

We clip the following from *Peck's Sun*, as it conveys our idea of the case in better words than we have at our command. By the wording, we can almost imagine Brother Peck has "been there" himself. The language and the plea will be recognized by all. He is entitled to and should receive the thanks of all those in the service of railroad companies.

The *Sun* desires to raise its united voice to the managers of railroads in America, and ask them to adopt some means by which the lives of brakemen on freight trains may be made as safe at least as the lives of soldiers in battle. As it is now a freight train brakeman takes more chances of losing his life than any class of persons in this country. Seven per cent of the killed on railroads are brakemen on freight trains, and the average life of a brakeman is only ten years. Think of it, gentlemen, and ask yourselves if there has been any improvement in the condition of brakemen in the last quarter of a century. When we consider that the best superintendents and general managers are men who have commenced braking on freight trains, the number of good general officers that have been killed coupling cars, or falling between them on cold nights, is appalling. The brakemen on freight trains get small pay, considering the hard work, exposure and danger of their calling, and yet when there is a vacancy there are a dozen young men who eagerly seek the job. The boys know that if they escape death, and are worthy and well qualified, they may go from the freight car to the top round of the ladder, and they will take the chances. The observing man will see conductors and superintendents on railroads all over the country, with hands on which fingers or thumbs are missing, the

result of dallying with the deadly freight car coupling. Armless and legless men are holding easy positions on railroads, who are the victims of the freight car's remorseless wheels. The railroads are very generous in providing for the maimed and crippled, but no generosity on the part of the companies can bring back the boys who have gone under the cars and been picked up lifeless by comrades, and expressed home. Thousands of lives might be saved every year by adopting a coupling that would couple itself, without the aid of the cold fingers of the half frozen brakemen. On a winter's night the coldest and most cheerless place on earth is the top of a freight train, and the boy who runs from one car to another and twists brakes, with ice and snow and sleet under his feet, is in more danger of his life than the soldier in battle or the inhabitants of a cholera infected city. The man who climbs mountains and passes precipices in winter, where a misstep will send him to eternity, is written of as a hero, when he is nothing but a cussed fool, because he has no business there. The freight brakeman in winter, is on a mountain precipice every day and night, where a misstep, or a sudden jerk of the train is liable to send, not into a snow-bank, where he may be dug out, but under a train of cars, whose grinding wheels will leave him so he can only be gathered up in a market basket. Besides, the exposure to wind and storm on top of the cars is liable to kill him, even if he steers clear of accident. And yet he goes to his death whistling and singing, feeling almost sure that he will be the next, and forty-five dollars a month is what he gets for taking so many chances. If the *Sun* owned all the railroads, which is not liable to be the case for several years yet, the old coupling would be replaced by something that would not be a bear trap, always ready to chew up a man, and little cabs would be arranged for brakemen, the same as are to be found on railroads in western Europe. Consul Mason, at Marseilles, in his report to the state department, says :

“ Europeans shudder over the statistics of employes slaughtered annually on the railroads of the United States, and say that such a wholesale sacrifice of life and limb is barbarism. There is a great deal of truth in this. Over here, where labor is cheap and human life so abundant, all this is better managed. The brakeman, for instance, instead of shivering on the roof of a freight car, or scrambling over the roof of a train at the peril of his life to reach the caboose at the rear, rides in a glazed and often cushioned cab or box at the end of the car, where he manages his brake in comfort and safety. The apparatus by which railway cars are connected, is a ponderous complicated affair, very slow in operation and costly in construction, but it

involves no such risk of crushed and mangled brakemen as prevails with the automatic couplings in the new world. I once asked a German railway manager the cost of one of those brakeman's cabs, which are universally used on the railways of western Europe. 'Well,' said he, 'about \$10; but how else would you do it?' He had probably never heard that in America the freight-car brakemen usually rides on the wheel of his brake, and makes long journeys exposed to the weather, in positions where a slip or a misstep may entail certain death. France pays her soldiers only one cent per day, but even here human life is not cheap enough to justify the use of the American freight-car brake."

Some of the brightest young railroad men in the country are engaged twisting brakes and unloading freight, and if they are not run over, or crushed, or frozen stiff, will be heard from higher up in railroad circles, and all of them are worth saving, and the railroad companies should begin the work of protecting them this year.

THE WIDTH AV THE DURE.

"I want a piece av a board sawed off, planed on the outside," said Mr. Donlevy. "We'd a few friends at the house last night to a christenin' and the lower panel av the dure got kicked out in the merriment."

"How wide do you want the piece cut?" asked the carpenter.

"The width av the dure, av course," replied Mr. Donlevy.

"And how wide is the door?"

"Well, it's as wide as a chair is long, jist. Ye kin jist lay a chair across it to kape the children in an' the pigs out, an' it fits as though it wur matched fur it."

"But all chairs are not the same size," said the carpenter.

"Aw. thunder an' turf! yer thicker headed nor a railroad spike; the chair comes up jist even wid the edge av the windy sill."

"But how high is the window sill?" asked Mr. Chips.

"Bother the badgerin' tongue o' ye," growled Mr. Donlevy: "It's only the wideness av me hand barrin' the thumb higher than the rain-wather barrel that stands outside, an' if ye can't make it from that ye can't have the job, an' I'll take it to some capinther that understands his business an' knows the measure av a dure in his head widout makin' a catechism av himself. Say, can ye cut me the piece av the size av that, ye leather headed wood butcher ye, or will I go find a man av your craft that has half the sinse ye wur born wid?"

And he had to go find one.

LADIES' LITERATURE.

THE HAND THAT ROCKS THE WORLD.

Blessings on the hand of woman !
 Angels guard its strength and grace—
 In the palace, cottage, hovel—
 Oh, no matter where the place ;
 Would that never storms assailed it ;
 Rainbows ever gently curled ;
 For the hand that rocks the cradle
 Is the hand that rocks the world.

Infancy's the tender fountain ;
 Bowers may with beauty grow—
 Mothers to guide the streamlet,
 For their soul's unresting flow—
 Grow on for the good or evil,
 Sunshine streamed or darkness hurled,
 For the hand that rocks the cradle
 Is the hand that rocks the world.

Woman, how divine your mission
 Here upon your natal sod !
 Keep, oh ! keep the young heart open
 Always to the breath of God ;
 All true trophies of the ages
 Are from mother-love impearled ;
 For the hand that rocks the cradle
 Is the hand that rocks the world.

Blessings on the hand of woman !
 Fathers, sons and daughters cry ;
 And the sacred song is mingled
 With the worship in the sky ;
 Mingled where no tempests darken,
 Rainbows ever more are hurled ;
 For the hand that rocks the cradle
 Is the hand that rocks the world. —*Exchange.*

—There is no use denying that women are foolish; the Lord Almighty made them so to match the men.

—One likes to hear a few words of sense from a woman, as one does from a parrot, because it is so unexpected.

—When Nature makes a pretty face, she is so enamored of her work, that she usually forgets to put the brain in.

—Nine times out of ten the woman who is worth her weight in gold, marries a man who is not worth his weight in scrap-iron.

—It is said that the position of woman is a test of civilization. As woman is boss throughout the United States, our civilization may be said to be fully tested.—*Louisville Courier-Journal*.

—Mrs. Julia Ward Howe says that Rhode Island surpassed other States in the richness and variety of her exhibit in the woman's department at New Orleans. Among the articles displayed are a kiln and a ventilating chimney, both invented by a lady, and a heavy steel chain forged by a female blacksmith.

—"How does it happen that there are so many old maids among the school teachers?" asked a reporter of Superintendent Crocker the other day. "Because school teachers are, as a rule, women of sense, and no sensible woman will give up a sixty-dollar position for a forty-dollar man," was the reply.—*Boston Courier*.

—Richter said no man can either live piously or die righteous without a wife. Malherbe said the two most beautiful things on earth are women and roses. Boucicault wished Adam had died with all his ribs in his body. The only thing that consoled Lady Blessington for being a woman was that she could not be made to marry one.

—If the money pressure could be lifted from the brain of man, mental power would rise as a bird freed from restraint, seeks its native sky. What thoughts would then be born, what ideas realized; what seeds of love now dormant in these human hearts would awake and start up to light and life—seeds pregnant with plans of regeneration for our enslaved race. As it is, all this and incalculably more than we can compute lie paralyzed before the thought of where the next dollar is to come from.—*Helen Wilmans*.

—Noting how women are elbowing men in the race of life, a New York reporter writes: "At No. 177 Sixth avenue, between 12th and 13th streets, for the past four years, two young women have been quietly and very suc-

cessfully establishing themselves as manufacturers and repairers of clocks and watches, the nicety and delicacy of touch required in such a business rendering them perhaps more fitted for it than most men. They learned their trade from their father, who has an establishment down town, and have had in hand some watches which, it had been previously thought by parties owning them, must, on account of the intricacy of their construction, be sent to Switzerland for repairs, but in no case have they failed to put the instrument in perfect order. In their window is an electric clock of their own manufacture, of which they are especially proud, and they modestly assert that, as a time-keeper, it can not be surpassed by anything in this country."

—It is perhaps five or six years ago since a young woman who had done some good artistic work, sat in a publisher's office trying in vain to get an idea of what he had in his mind as an attraction for the holiday season. He tried to explain to her that he wanted "picture" children, not fashion plate children, and she hastily sketched some conventional youngsters in conventional fancy dress, but he shook his head and looked perplexed, while she idly drew a sort of little Red Riding Hood figure on the sheet of paper in her lap. The publisher saw the large bonnet and long cloak. "That's what I want," he said; "something like that, only more so—in short, the common dress of the last century put on the pretty chubby babies of to-day." "I think I understand," said the young lady; and that was the beginning of the children's renaissance, the revival of old ideas in this country in the book and Christmas card world. The young artist made a thousand dollars by her holiday sketches and went abroad with it, fulfilling the dream of her life; and since then thousands of others have made still more by taking the same idea and working it over in a thousand different ways.—*Jennie June in Cleveland Leader.*

When lovely woman throws a rock,
A contumacious hen to scare,
It gives the artistic eye a shock
To mark her attitude and air.
But be not to your danger blind;
If you should be beside her then,
At once a place of safety find—
That is to say, stand near the hen.

—*Pierre Signal.*

Ever since the world began woman has been the proverbial cause of war. About as far back as we read is the lesson that "Helen was the cause of the Trojan war," and the idea of women being the cause of all tumults and troubles is perpetuated in a hundred proverbs, in as many different languages. It was reserved for the 19th century and the present era to produce an instance of the reverse side of the question, and show to the world the spectacle of not only one, but two women engaged, without quarreling themselves, in pacifying two nations determined on war. All praise and honor are due to those two genuine women, the Czarina and her sister, the Princess of Wales, for bringing about the apparent settlement of the difficulties between England and Russia, and averting, for a time at least, the threatened war. With their intimate connection it would have been almost a family quarrel, and their action will be memorable in all the annals of the past and future as the first instance in which a titled woman appears in the role of the Goddess of Peace.

STONE THE WOMAN—LET THE MAN GO FREE.

Yes, stone the woman—let the man go free !
 Draw back your skirts lest they perchance
 May touch her garments as she passes ;
 But to him put forth a willing hand
 To clasp with his that led to her destruction
 And disgrace. Shut up from her the sacred
 Ways of toil, that she no more may win an
 Honest meal ; but ope to him all honorable
 Paths, where he may win distinction.
 Give to him fair, pressed down measures of
 Life's sweetest joys. Pass her, O maiden,
 With a pure, proud face, if she puts out
 A poor, polluted palm ; but lay thy hand in
 His on bridal day and swear to cling to him
 With wifely love and tender reverence.
 Trust him who led a sister woman
 To a fearful fate.

Yes, stone the woman—let the man go free !
 Let one soul suffer for the guilt of two—
 It is the doctrine of a hurried world,
 Too out of breath for holding balances
 Where nice distinctions and injustices
 Are calmly weighed. But ah, how will it be
 On that strange day of fire and flame,
 When men shall stand before the one true
 Judge ? Shall sex make then a difference in
 Sin ? Shall He, the Searcher of the hidden
 Heart, in His eternal and divine decree
 Condemn the woman and forgive the man ?

—*Exchange.*

Fraternal.

THE SONG OF A SHIRT.

Once upon a moonlight night,
Stars were peeping out so bright,
Came forth the peals of the great fire bell,
With a terrible clingling, clanging knell.

Out of his bed and straight upright,
Sprang a R. R. man with all his might,
In what brief garb I scarce need tell,
For any one could guess right well.

Out on the street he fled—what a sight !
With his ANNIE* costume of purest white,
Thinking no one was looking or e'er would dwell,
To discover who this was dressed so well.

But there chanced to pass by this masculine sprite,
A crowd of women excited quite,
And taking HIM for a HER their fears to dispel,
Asked the cause of the fire of this sentinel.

When lo ! as he turned his face to the light,
Something on his upper lip caused a flight,
Of masculine and feminine, equally well,
Each trying the other's steps to excel.

This man otherwise as brave as a knight,
Was at this time in such a plight,
That 'round the square he flew with a yell,
Coming in on the home-stretch hot as—we won't tell.

ODD AND EVEN ?

*This R. R. man is the happy possessor of two handsome night-shirts, presented by young lady friends—Kate and Annie.

RICHMOND, W. Va., August 21, 1885.

EDITOR MONTHLY :—I will give you a few remarks about Division No. 152, if you can find room for them. Our division has some thirty members on its roll, with several petitions to be acted on. All the brothers are in good standing and attend every meeting when they are in town. On the 27th of July this division and division 26, B. of L. E., gave an excursion to Old Point, Virginia, which panned out well for both divisions. There were nearly four hundred excursionists aboard. We are under many obligations to our worthy brother, Cosby, who was in charge of the train, and the C. & O. Ry. Co., Mr. Swinton, proprietor of the Hotel Warwick, Newport News, and other employes for their many kindnesses. The day was spent by those who took dinner at Hotel Warwick, in dancing, bathing, and various amusements. To brothers of the Order—we will be glad to see you should you pass this way. Our division has been in existence nearly a year, and have only had one visitor as yet. All the boys are making good time and quick runs, although the times are hard. Yours truly in P. F. T. J.

B

THINK OF IT.

The ease with which the executive committee of the Knights of Labor can order men to stop work in a dozen or a hundred cities, and the implicit obedience which the men render to such orders, show with startling distinctness the vast change which has been wrought in the conditions of the labor problem within the past few years.—*Seattle Post-Intelligencer*.

The ease with which a few men constituting an executive committee can thus come into the lives of individual workmen and into the homes of their wives and children; and with a power greater than the czar possesses over his subject, can doom the reasonably contented and prosperous husband and father to become an idler, and remain an idler against his will and inclination and with positive detriment to his character and standing as a man and his skill as a workman, to the great deprivation of his loved ones and with serious loss to all concerned—all this and much more are revealed with startling distinctness by the recent attitude of the executive committee above referred to.—*Cedar Rapids Republican*.

Every move of the professional workmen makes it clearer that they are endeavoring to make themselves the autocrats of labor, for revenue only. Here in Colorado last year they induced the coal miners to strike, and through the excitement caused by that move, they managed to take up a sufficient collection to keep themselves in luxurious idleness during the winter. In the meantime their victims, after lying idle for several months and losing fully \$500,000 in unearned wages, were compelled to go back to work on the old terms. Last spring the professional workmen induced the shopmen of the Denver and Rio Grande railway to begin a causeless and senseless strike. Again they passed the hat, not only among the strikers, but among all other working men as well, and now they are enjoying the fruits of their confidence while 700 of the unfortunate men who struck by their direction are still idle and without any prospect of immediate re-employment. The striking shopmen have already lost \$150,000 in unearned wages, and no matter how long they may live or how hard they may work in the future, they can never recall the time they have thrown away. Buchanan, the leader of the professional workmen of Colorado, is now stopping at the Astor House, New York. He went there avowedly for the purpose of bringing Jay Gould to terms, and if Jay Gould thinks it worth while to pay Buchanan his price we have no doubt satisfactory terms will be made. Why should not the real workmen consider the risks they run in taking an oath to obey the mandates of such selfish conspirators as the professional workmen have proved themselves to be? It is as certain as two and two make four that the real workmen of Colorado who have taken part in the strikes ordered by Buchanan and his fellows in the past twelve months, have lost in unearned wages about \$650,000, and we defy any one to show wherein they have gained one dollar under the direction of these conspirators against labor and capital. It may be said that if the machinery set in motion by the professional workmen could be made to work as well in practice as it looks in theory, the real workmen would be enabled to dictate their own terms to the employers, and then the losses now so certain to follow strikes would be heard of no more. This belief is based on a fundamental fallacy. Wages are not fixed by the dictation of either capital or labor, and they never will be. The law of supply and demand may be modified within certain limitations by other causes, but it must always remain the controlling factor in fixing the price of everything that is marketable.

Again, even if all the workingmen of the country could be organized according to the plan adopted by the Knights of Labor, they would still be preyed upon by adventures and scoundrels who keep control of the organization, for revenue only. It would be difficult to imagine a more perfect device for stock jobbing than the Knights of Labor organization would present at this moment if the executive board of that body really possessed the power it is attempting to wield. If Powderly, Buchanan and their co-conspirators who are stopping at the Astor House could cripple the operations of a great railway or any number of great railways by ordering a strike at pleasure, they would be bought up in an hour by wealthy speculators who might wish to gamble in the securities of the affected roads, and strikes would be ordered and stopped just when the speculators desired. In the meantime what would the real workingman gain? Absolutely nothing. They would be the heaviest losers in the long run. These things are worth considering and we hope that every honest man who must labor for a living and is sincerely desirous of bettering his condition by legitimate means will think them over carefully.—*Denver Daily News.*

TO MEMBERS OF OUR INSURANCE.

I would like to ask a few questions through our worthy journal, and these are the questions I would like to ask. Now, my dear brothers, don't be angry with me for asking these questions, for I mean no harm.

1st. In the first place, how it it you are delinquent in paying your assessments in the insurance?

2d. When you insured did you stop and think who you were going to give it to?

3d. When you insured did you not intend to give it to the person named in the application.

4th. Did you not join the insurance in good faith?

5th. If you joined in good faith, why don't you back up your application by paying your assessments?

6th. Brother Daniels has a great deal of patience and does a great deal to assist us, and I think that the members of the insurance are very careless by not trying to help him out in this trying business?

7th. *A word to my brothers now:*

8th. Did you stop and think before you joined our order and insurance, what you were doing?

9th. I did, and I intend to stand by the order and stand by the insurance. You may say, he has lots of cash and can pay; but, my brothers, you are wrong. I am poor, and almost destitute. What then! For God's sake please stop and think for only one minute, that is all I ask. Can you leave the ones you love, no matter who they are, wife, mother, father, sister, daughter, son, or sweetheart? Can you give them a policy and not pay when due? You can if you will try just a little. Think what we were two years ago. I tell you things looked discouraging, but now what is the prospects? *Good! I say good;* that is not half strong enough. God bless our order and God bless the insurance; there is nothing on the face of the globe to-day that should nerve a brother's arm and arouse his spirits to stand by the O. R. C. as the insurance. Is it not the outpouring of a brother's heart to the weak and helpless mother and children, aged father and mother? When you insure in our Benefit Insurance and pay one dollar to

keep the dead brother's family from starvation perhaps, may be worse, who can tell, neither you or I can see what the next day may bring forth. You may be disabled, what then? God save us from such a sad fate. But if such a calamity should overtake us, and we are prepared for it by being sure of \$2,000, we have a way to provide for ourselves. Oh, my brothers in P. F., do stop and consider this matter, and I really believe you will think as I do. My brothers may think I am saying too much, but if they thought of this matter as much and seriously as I have, they, perhaps, would say more. God bless you, one and all, is the prayer of your humble brother in P. F.,

MOHAWK.

OMAHA, Neb., August 20, 1885.

EDITOR MONTHLY :—I have read the article in the MONTHLY signed "Crank," and permit me to say, sir, that I consider the signature the most appropriate *nom de plume* I have ever seen. It is very evident to even a casual observer, that "Crank" don't know what he belongs to, and the dig at the MONTHLY is very positive proof that his education in Order matters has been sadly neglected, and we think that when our Grand Officers are obliged to represent fully the Order, that its members should be the last ones to rush into print and condemn them for doing it. Further, I have attended meetings of our Grand Division, and can say that every question asked has been answered, and I have heard questions stated and explained a dozen times by the G. C. C. before a vote was taken, and he never to my knowledge has refused any explanation asked, except when one member asked him "*how he should vote*." He was told that he "must vote for himself." Now let us suggest to "Crank," to use what talent he has in the study of the Order and its principles, and you will show to us that you are a "zealous and earnest worker in the Order," and not that you are a zealous "Crank." Yours truly in P. F.

JOSH.

KEYSER, W. Va., August 29, 1885.

EDITOR MONTHLY :—I was a member of the Conductors Brotherhood from 1872 to 1876, when my division, Newburg No. 16, ceased to exist. During my membership I tried to do my duty and regarded my obligations in the Order only second to my marriage vows. I served my division two terms as Chief Conductor and represented them in the G. D. in the city of Baltimore, Md., when our present Ritual was adopted. I loved the Order and spent both time and money in trying to advance its interests, but after my division went down and there had been several attempts made to revive it again, without any success, I lost all interest in the Order until three years ago, when I took an extended trip through the west, where I met many members of the Order, who extended to me so many kind favors that I resolved to make an attempt on my return east to organize a division on the B. & O. R. R., and here I am (after almost three years waiting,) a member of Knobley Division No. 183, Order of Railway Conductors. Now brothers, to tell you that I am proud of the Order and of the wonderful progress that you have made in my absence, would be putting it in very mild terms. I am indeed thankful to find the Order in such a flourishing condition, and I now predict for the Order of Railway Conductors grander results than anything yet achieved. But, my brothers, there is and has been a visible cause for what we have accomplished and for what we expect to accomplish in the future as an Order. In the first place you have enacted some very wise laws; and second, you have chosen wise men to administer those laws, and purify the Order and make it indeed a band of gentlemen, worthy of the

admiration of any railroad company. And now, brothers, if there is any in our Order who do not regard their obligation or who do not like our laws, let them step out and leave the Order in peace, for we have no time to parley with those who would dare to change our present laws so that they might engage in a strike, get intoxicated or cheat a brother, and still retain their membership in our Order. Away with such! We have no use for them! Our mission is onward and upward. It is not the numbers that will make us strong, but the material that our numbers are composed of. And in conclusion, let me plead with every brother that shall be honored with a seat in our next Grand Division, to see to it, that those laws that have brought us such grand success shall not be changed or tampered with.

With the kindest regards for all worthy brothers, I remain in bonds of P. F.

J. WESLEY MATLICK.

HUNTINGTON, W. Va., August 27, 1885.

EDITOR MONTHLY:—In accordance with previous arrangements I left Huntington on Sunday morning, August 23, 1885, in company with brother Wm. C. Davis, of Division No. 136; at Roanoke, W. Va., we were joined by brother D. W. Haynes, of Division No. 140; we arrived at Charlottesville, Va., Sunday evening at 5:30, where we were met by brother J. T. Johnson, of Division No. 152. At 10 a. m. Monday, August 24th, in company with ten of the conductors who were to form the new division, we proceeded to the hall, where special session of the Grand Division was opened with the assistance of brothers Davis, Johnson and Haynes; ten of the nineteen charter members were present; the work was communicated to them in full and regular form; the session lasted until 2 a. m., Tuesday, 25th, with intermissions for dinner and supper. After dinner the session opened with the following brothers in the chair: C. R. Ashton, D. G. C. C., W. T. Wright, D. G. A. C. C.; J. T. Johnson, D. G. S. & T.; Wm. C. Davis, D. G. S. C.; S. C. Buster, D. G. J. C.; R. M. Newcomb, D. G. I. S.; D. W. Haynes, D. G. O. S.; when we proceeded to put the following named charter members through in due and regular form: A. M. Johns, O. W. Loving, J. W. Shuler and S. M. Leake, and later in the session four more of the petitioners came in and were handled in a like manner, and I believe after we got through with them they were about as thoroughly posted and drilled as it was possible for them to be. We then held an election of officers, with the following brothers as tellers: W. C. Davis, D. W. Haynes and brother Dickson, of Division No. 162, who arrived in time to help us out a little. W. T. Wright, C. C.; C. E. Pugh, A. C. C.; F. L. Shaw, S. & T.; S. C. Buster, S. C.; S. M. Leak, J. C.; R. M. Newcomb, I. S.; B. F. Greaver, O. S.; all of whom were duly installed. J. W. Shuler, correspondent for MONTHLY, C. E. Pugh, delegate, and F. L. Shaw, alternate. The division will be known as Blue Ridge Division No. 184, and meets first Monday at 2 p. m. and third Monday at 7 p. m. of each month, in Odd Fellows' Hall, corner of Main and Court streets. By the authority in me vested by your appointment, I have dared to grant Blue Ridge Division No. 184 a special dispensation, allowing them to elect officers to hold over until the end of fiscal year ending with September 30, 1886, it being so near the end of the present fiscal year when organized. I believe that we have good material in the members of Division No. 184, and that you can look for good work from them. Hoping that this will fully meet with your approval, I remain,

Your truly in P. F.,

C. R. ASHTON.

THE RAILWAY CONDUCTORS.

Sunday afternoon a union meeting of the Order of Railway Conductors was held at Grand Army Hall, in this city, with George Kincaid Division No. 150. The guests to the number of about 50 reached Utica at 2 p. m. and were escorted to the hall. Among the visitors were delegations from Albany, Binghamton, Syracuse, East Syracuse, Oneonta, Little Falls, Rome, Norwich and Watertown. The 21 delegates from Central Division No. 43 attracted considerable favorable comment on their appearance in uniform and high hats. After hospitably receiving the visitors at the hall they were conducted to the Butterfield House, where ample justice was done to a bountiful dinner which was waiting for them. After the meal the members returned to the hall, where a session of the division was held. One of the objects of the meeting was the exemplification of the work. This was ably done by brother M. F. Collins, of Binghamton, assisted by T. Murphy, W. M. Morris and Conductor Perry. It was expected that Grand Chief Conductor C. S. Wheaton would be present. In his absence the gentlemen mentioned assisted. It is doubtful had the highest officer of the Order been present if the exemplification of the work could have been more successfully and intelligently accomplished. Mr. Collins and his assistants were highly complimented for their efficient services. There was some discussion regarding the method of conducting the secret portions of the work. It has recently become a rule that new divisions must select the name of a deceased conductor. It was remarked that it was a matter of congratulation that the rule was not in force when division 150 selected their name, as they were thus enabled to choose the name of George Kincaid, the old-time and popular railway conductor. He is yet living, and his hosts of admirers and friends hope that the same may be said of him for years to come. The meeting continued till 7 p. m., when they were obliged to yield the room for the use of the G. A. R. Sunday's union meeting was a great success, and the visiting conductors were enthusiastic in their praises of the members of Kincaid Division.—*Utica Daily Press, June 23, 1885.*

NASHVILLE, Tenn., August 27, 1885.

EDITOR MONTHLY :—It is so very hot that I scarcely know what to write about. The brothers of Rock City have been very negligent of late in attending the meetings, and I attribute their tardiness to the above cause—heat. They always have a seemingly reasonable excuse for non-attendance. I think prompt attendance better than a poor excuse, and therefore manage to get to most of the meetings. There is a prevailing impression here among some conductors who are not members of the Order, that it is obligatory on the part of brothers to pass one holding a traveling card. This is erroneous and I am trying to right the wrong. It is certainly a detriment to our success, and I find it a very serious obstacle in our way. If I understand it properly, a traveling card is simply an introduction, and is not intended as a pass under any circumstances. No brother would do anything that would jeopardize or injure another in his business. Brother C. L. Wood, our C. C., and his charming wife, have been off on a trip to the Springs. The boys on the Henderson division of the L. & N. are having quite a time of it doubling the road. They were in anticipation of easy runs upon the completion of the bridge at Henderson, Ky., but they have put on an additional passenger train since then, and it has been lively with them lately. Brother Wood is a manipulator of the cord on this division, and

the increased duties had somewhat impaired his health, but thanks to good country air and pure water, he is completely restored to his usual health. Brother Jo Latimer has asked for and been granted a withdrawal card. We regret very much to lose so valuable a member, but as he is permanently located in Atlanta, Ga., as passenger agent for our line, he wishes to connect himself with Atlanta Division No. 180. They can congratulate themselves upon securing such an addition to their ranks as brother Jo; may success be his. Brother Thos. H. Woods, our genial and accommodating S. C., is sojourning in the mountains of East Tennessee. We missed him very much at our last meeting. He is generally very prompt. I hope the cool weather, which is not far off, will revive the drooping spirits of some of our tardy brothers. Brother Wheaton, I cannot help but approve of your course in the blacklisting controversy, and I hope it will meet with the approbation of all concerned.

Yours in P. F.,

C. C.

SWIFT CURRENT, N. W. T., August 29, 1885.

EDITOR MONTHLY:—There are a good many thousand miles of railroad track in America, but it was all laid by daylight, most likely. Out at the end of the Canadian Pacific the track-layers are working day and night, using the electric light, which is generated on the spot, the generator (I suppose that is the correct name of it,) being on a flat car and moved along with the rest of the outfit, at the rate of a mile and a half per day. For the benefit of the numerous readers of the MONTHLY, I will give you a list of the conductors to be met with between Winnipeg and the end of the track, a distance of 1,050 miles or so: M. F. Hawkins, Joe Fahey and O. Kennedy are on the passenger trains out of Winnipeg; Frank Bates and Wm. Lawton out of Broadview; John Rosby out of Moose Jaw; B. F. McGinty and Geo. Hall out of Medicine Hat; W. J. Bowen and Geo. Elliott out of Canmore, and Ed Harris and Fred Newman out of Donald, British Columbia. Eight of the above are members of North Star Division No. 47. The freight conductors are too numerous to give the names. Business has been good all summer, freight crews averaging four thousand miles each month. Conductors get \$2.60 and brakemen \$1.95 per 100 miles. I will drop railroad matters and give you an incident about snakes, but this is true, which is not usual in snake stories. Near Medicine Hat, a Cree Indian was pursued by a party of mounted police, for some offence he had committed, and the police closing in on him, he stripped himself naked and took refuge in a den of rattlesnakes, thinking the police would not follow him. They followed him though, and took him out, after killing thirty-eight rattlesnakes. This is a sample of the nerve of an Indian, rattlesnakes being as full of fight as a bull-dog, and their bite fatal. With the kindest wishes for the success of the MONTHLY and the Insurance Association, which I am pleased to note is assuming vast proportions. I wish the Order of Railway Conductors as much success as there is water in the

SASKATCHEWAN RIVER.

ST. THOMAS, Ont., August 31, 1885.

EDITOR MONTHLY:—As sundry of the brothers of Union Division have lately been making inquiries as to "what was the matter with the correspondent," I shall once more have to beg for a little of your space, and try to give you an account of our fourth annual excursion to Niagara Falls. I have worried my brain over all the big adjectives I could think of, and failing to find anything large enough to cover the ground, I must simply say

that it was a huge success. A slight rain which fell the night before somewhat dampened the spirits of the managing committee and added greatly to our comfort on the trip. Although there have been a great many excursions to the Falls this season, our patrons turned out in such large numbers on the morning of the 18th that it was necessary to run two trains. The first was run by brother H. A. Neil, chairman of managing committee, and was composed of nine first-class coaches, decorated with banners extending the length of the car, inscribed, 4th Annual Excursion, Union Division No. 13, with monogram of the Order surmounted by English and American ensigns. The engine, after leaving the artistic hands of brother McCarthy was, to use a poetical term, "a thing of beauty," and will be, at least in the memories of all the brothers, "a joy forever," not one inch of available space but what was ornamented with gaily colored bunting, evergreens, small flags, nickle tips' etc., till it made the smiling face of engineer George Smith look passably handsome. It certainly was the handsomest train ever ran over the Grand Trunk road, and we are conceited enough to think over any other. The second train, ran by brother Loftus, made the stops at intermediate stations, both arrived at the Falls shortly after noon, where a pleasant day was spent by all in viewing the various scenes of interest till 10:30 p. m., when all embarked for the return journey, reaching St. Thomas about 2:30 a. m., without a single mishap to mar the pleasure of the day. Too much credit cannot be given to brother H. A. Neil and the various committees for their efforts, which has made our excursion a source of both pleasure and profit. Our division is, I am happy to say, in a prosperous condition, membership steadily increasing, some of our best workers being among the members who have lately joined. We are, we think, pretty well up in the work, although we cannot be sure, not having had a visit from our G. C. C. in nearly three years. And this brings me to a point I should like to see discussed in the MONTHLY and at Grand Division, and that is, would it not be better for brother Wheaton to devote more of his time to the important work of visiting and instructing subordinate divisions, even if he had to somewhat neglect the MONTHLY, which has certainly been well conducted during his absence by "Extra," whoever he is. I do not wish you to set me down for a chronic kicker, brother editor, but on all sides you hear this complaint, and your presence is certainly required badly among the Canucks to put a little life in the old dry bones. Thanking you for your gentle treatment of former communication, and wishing continued prosperity for yourself and MONTHLY, I am,

Your truly in P. F.

TEE SEE.

ROCHESTER, N. Y., September 7, 1885.

EDITOR MONTHLY:—So many of our brothers have written very able articles regarding the blacklisting of railway employes that it seems vain and useless for me to attempt in my feeble way to air my opinion through the pages of the MONTHLY, but as I have already expressed my opinion, indirectly, and as I may be called upon to show cause for having that opinion of the matter, I trust you will allow me a little space for the purpose just now. On my road (the N. Y., L. E. & W.) we have nothing of the kind, and of course we do not see it, as it is reported to be from the west. Some of these reports are so outrageous as to be incredible, others may be believed, which seem very hard, and possibly an occasional case may be very unjust, but under the laws of this State innocent persons are sometimes hung: still the same law that will occasionally hang an innocent man, is a necessity of

the period and protects the just and the otherwise unprotected. An innocent person who is blacklisted through the jealousy or on account of some personal disfavor of a superintendent, or train-master, may be compelled to suffer for a time, but not for all time, for the term of power of an official who will stoop to such meanness is of "few days and full of trouble," and the few who may be persecuted through his unworthiness will soon prove that they were unjustly treated and walk forth the better men, for having been tried. Do not we, as members of the O. R. C., have a blacklist? Do we not demand the right to have it? Yes, every one of us. Does any reader of the MONTHLY know of any order or society which does not claim the privilege of blacklisting? Don't you, each of you, keep in your mind a blacklist? Don't you occasionally have on that list some one who should not be there, who does not deserve to be there? Are you willing to do away with your blacklist entirely because you do sometimes make a mistake? Will you acknowledge my right to say that you must not keep your little blacklist? I know you will not; therefore the anti-blacklisters are asking, yes demanding, that others shall do what they themselves will not do, nor will they even admit that any one has the right to ask them to do it. Let the railway managers have all the privileges which you yourself demand, and then be just and fear not. It is with tears in my eyes that I read of the suffering of the poor blacklisted ones in the "Railroader," and it almost breaks my heart to hear the wailings of the editor of that paper. How he does suffer (in his mind) for the poor boys. That's the paper for the boys; the "stove committee" look eagerly for it, and when it is received they gather on the ends of the ties, in the cabooses, around the old shop, or baggage room, and one reads for the others all about "Blinky," "Dick Deadeye," "Red-Headed Mike," "Old Baldy," and the rest of old-timers who are tramping from one railway to another and cursing superintendents and other officials who do not take kindly to their style. Then the gang go out, and being loaded to the brim with this sort of stuff from the columns of this sheet, are ready to do almost anything to be mean and to show their superiors the kind of stuff they are made of. Then, although it's *awful mean*, they soon earn their discharge and a place in the blacklist, instead of promotion, and that makes another item for the "Railroader," and still this same selfish editor claims to be a friend to railway men. The opinion expressed by me at Boston is still my opinion. I do not think the standing of this periodical admits of its doing any one any injury in any sense of the word. Let him shoot! The butt end of his gun is liable to hurt the worst. Neither the muzzles of that gun, nor the blacklist, are instruments of terror to

"PLAIN ERIE."

DENVER, September 7, 1885.

TO THE MONTHLY:—Some of the members of my division have requested me to present the views of western brothers on the blacklisting question. It has created considerable agitation among those who are actual sufferers from an evil that amounts simply to blackmail in the west, and a rock upon which the Order may go to pieces. How can we in this country help thinking that the MONTHLY supports blacklisting as it exists here, if it supports it at all, for here is where we earn our bread and butter, and it cannot be denied that we are entitled to as much consideration as the brothers in the east. When it is applied uniformly throughout the country the magazine can then attack or favor it without working an injustice, and until that time, it is treading on dangerous ground, and had better let the

subject alone. In the September number, "L. R. C." cites instances of aggravating cases all of which were punishable by the laws of the land and were offenders against decency and morality which from their nature should ostracise the men from their fellow beings. But will he say justice was done when a superintendent discharged and black-balled a conductor for leaving a freight car door open, which he noticed in passing the train, and would accept of no explanation when it could have been clearly proven that there was no door on the car? Or the brakeman who obeyed the rules of the company and set brakes without looking out when called for by the whistle of the engine and caused accident? and so on without end. Does he know that on some of our western roads, each and every employe who is discharged, no matter for what reason, is black-balled? and that for leaving the company's service of his own accord he is liable to be black-balled? Under the present system the railroads may well put a sign over their depots and shops, to the railroad men, in the words of Dante, "Ye who enter here leave all hope behind" for like going to jail, those who accept service find it difficult to retire with an untarnished name. Were this the case on all roads would not the service be demoralized in a short time and all good men driven into other avocations? If a little of it is a good thing why not encourage all roads to combine together (as some of the brothers seem to be doing) and perfect this system so that when an employe is once discharged his race is run. How many of the members of the Order of Railway Conductors have not at some time made a mistake that were this the case they would have quit railroading years ago. The brother who advocates black-listing must have an excellent opinion of his capabilities, and an unbounded faith in good luck, or else the system is not in vogue where he is employed, and if it is not he has no business to encourage it, for he "knows not where-of he speaks." Those in direct charge of trains have more responsibility to bear than the officials themselves, and it makes no difference who it may be, I will venture the assertion that a month does not go by without something happening that if brought to the attention of officials who have not filled the position, would black-ball them. One road discharged over three hundred conductors within two years, and if "L. R. C." had been on the road during that time, we would be willing to wager our existence that a black-ball would haunt him to-day, and we know him to be a good man and honest. If he had simply made change on his train to accommodate some one during this "reign of terror," we can figure 10,000 miles of railroads where he would not be able to get a situation on the section. It is becoming so that the position of conductor is not very attractive to anyone who values his good name and reputation. Let us try and remedy this, not by applying the lash of black-ballism, and pointing the finger of scorn at any brother who is out of work, but by raising the standard of our Order, and give the world to understand that we are men in every sense of the word. Let us try and convince officials that when we make a mistake we do not do it intentionally, and that we are not to be waisted from one road to another with impunity, and then make them believe that we like it. There is not one brother in the Order that thinks for a minute blacklisting is right if wrongfully applied to himself. Keep out the unworthy and incompetent, as you have a right to do, as you would keep them out of the society of your wives and sisters; by so doing every one will soon find that they are individually benefited. What good are we to derive from members when according to our constitution strength is no object, but rather efficiency, with no perceptible benefit to those kind of men, our Order will soon become unwieldy. In fact, murmurings are now to be heard that may break

into a roar at any time. Keep them out, but when you have an application from a good man, do not let personal feeling influence you, but put in a

WHITE BALL.

The MONTHLY would like to know the name of the officers who blacklisted the conductor and brakeman as cited in the above communication, and how long such blacklist prevented their employment by other roads, and how much they were injured by it? We venture the assertion, that if the two men were capable, reliable men, and there was nothing against them but the charges given by our correspondent, they will both admit that they have not been injured by the blacklist. If our correspondent will give us the information, we will be glad to BLACKLIST the official in question.—ED.

THE USE OF FIRE BY THE HEREROS.

The care of the fire is intrusted to the oldest unmarried daughter of the chief, or, if he has no such daughter, to the maiden nearest related to him. If by any accident or misfortune it is extinguished, it must not be relit from another fire, but must be made anew from the beginning. For this purpose two straight sticks of any readily burning wood are taken. A hollow is made in one of the sticks, in which the sharpened end of the other one may be twirled, and some punk or half-rotten wood is put in the groove cut to hold it, to serve as tinder. This stick is held to the ground by the knees while the other one is turned rapidly back and forth between the open hands. When a spark appears, it is directed upon the tinder, which is then readily blown into a flame. Thus, it is not the rubbed stick, but the tinder, that gives the flame. The natives dislike this work very much, and when on a journey, if they have no other fire apparatus, they take an ignited stick with them, the fire of which they skillfully keep glowing for a long time. At the present time the Africans far into the interior are acquainted with the use of steel and flint and of matches; Jonkopin's paraffine lighters have probably penetrated farther into the heart of Africa than any European explorer. There is no evidence that the people knew anything of the steel and flint before they became acquainted with Europeans; and I have never seen a fire-steel that was made by a native smith. Besides cooking food and warming and lighting the huts, fire is employed for the felling of large trees and the splitting of stones. In the former case, the fire is built around the root of the tree and kept burning till the tree falls. One man can attend a considerable number of such fires, so that the work, as a whole, may go on quite fast. Stones which it is desired to remove from the road are split by the aid of fire, and wells are bored through the rock sometimes to the depth of thirty feet or more.—*Popular Science Monthly*.

A commonplace life we say, and we sigh;
 But why should we sigh as we say?
 The commonplace sun in the commonplace sky
 Makes up the commonplace day.
 The moon and the stars are commonplace things,
 The flower that blooms, and the bird that sings;
 But sad were the world, and dark our lot,
 If the flowers failed and the sun shone not,
 And God, who sees each separate soul,
 Out of commonplace lives makes his beautiful whole.
Susan Coolidge.

Railroad Rumbblings.

Written for the MONTHLY.

DOING HIS DUTY—A SIGNAL-MAN'S STORY.

LILLIE E. BARR.

Many a year in the signal box, I felt the wearing strain
Of a trust that puts into my right hand the lives upon every train ;
For my box was just at the depot, where we always turned the "mails,"
And the "specials" and "fast expresses" on to the central rails.
On the sides there were other "traffics," "luggage" and "local" lines ;
I tell you, it needed an expert at Christmas and holiday times ;
Why, I've worked the points for sixteen hours, till my eyes were heavy and
sore,
And I've shook with fright when the "limited" came up with a rush and a
roar.

For I needs must think of the passengers, and what would be their fate,
If I should be drowsy and turn the points the tenth of a tick too late.
"A nervous pointsman is dangerous," I said to my wife one night,
And she answered, "Just do your duty, John, and you have no cause for
fright.

Promise me still to do that," she said ; and I answered, "for your sake,
And for the sake of our little lad, I will always watch and wake ;
No matter how long the watch may be, I will tell myself, dear wife,
It isn't the train I am waking for, it is many a precious life."

We lived five miles from the city, and as Christmas was drawing nigh,
Wife settled to go one afternoon, for she'd lots of things to buy ;
And she said, "I turn the key in the door, and leave the boy with you,
For he likes to go to the signal box, and I have so much to do."
A bright little fellow just five years old, and the only child we had,
And no one but God and his mother knew, how I loved the darling lad.
So I took him with me that afternoon, and I kissed his golden locks,
As he kissed his hand to his mother, when the train passed by the box.

He was just as still as a mouse might be, watching my moving hand,
For I think to him, the signal box, was a kind of fairy land ;
But there was a lull about three o'clock, and oh ! it was unaware,
That weary to death, I dozed a bit, as I sat in my high, hard chair.
One moment I heard him talking to me, and the next thing that I knew,
The boy was gone, and the local train was slowly coming in view,
While the roar of the limited mail each instant came more near,
And I knew if I did my duty then, that I had the line to clear.

My boy ! he stood on the central rail ; he had gone for a toy he said,
Some child had cast from a passing train—a ball of yellow and red—
It was his life now, or a hundred lives ; oh God, what shall I do ?
And bitter as death, and swift as thought, to heaven the question flew.
And then, like a flash, I remembered, the promise I'd made my wife,
And I felt, I must *do my duty*, though it cost me my darling's life.
So, *I turned the mail to the center*, I was growing blind and sick,
And my teeth were set in my lips and my breath coming short and thick.

Then I sank on my knees in horror, I felt life ebbing away,
 Had I not given my child to death for a hundred lives that day?
 For only a moment later and I knew the flying mail,
 Would be rushing upon the local, that stood on the other rail.
 But, *I turned the mail to the center*, I did my duty that day,
 Then I covered my eyes—for I could not look—and I could not try to pray.
 I thought of the boy and his mother, as the mail flew by with a roar,
 And after one moment's agony, I fainted, and knew no more.

When I came to myself long after, my little lad held my hand,
 And I looked at my wife in wonder, for I could not understand.
 "How was he saved?" I whispered, and she said, "Oh, John, my dear!
 He was saved by *doing your duty*: be quiet and you shall hear.
 While I was busy that afternoon a fear came into my heart,
 I saw I could catch the early train, and I thought I'd better start,
 For the fear was about the child, I knew, and though I couldn't tell why,
 All the way home I was sick with fright, and just about ready to cry.

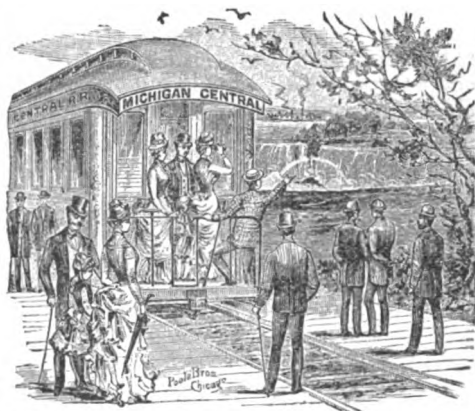
"Near the box I put up the window, and then, down the central rail,
 I saw where the child stood playing—saw the smoke of the coming Mail;
 And I cried to the child and he heard me, and the crying was not in vain,
 For just as the Limited reached the spot he was safe in the Local train.
 But, oh, my love, had you failed that night! failed in your duty dear—
 Had you wavered a moment, darling, either for love or fear,
 The Mail had shattered the Local, John, and crushed out many a life;
 The Mail had shattered the very car in which was your son and wife!"

I cried all night, like a child, with joy—thanking God o'er and o'er;
 But the Signal Box was gone for me; I couldn't go there any more.
 So they gave me this quiet station, where I've peace and very good pay,
 For I haven't been quite the same, I think, since the strain of that awful
 day.
 Had I failed in my duty that dreadful hour, my hands had been stained for
 life,
 With the blood of my fellow-creatures, with the blood of my child and wife!

—In a communication published in this issue general manager Hobart of the Central Vermont gives the details of attempts to obtain passes by forged papers purporting to come from the road. The surest way to prevent such attempts is to give the widest publicity to cases in which fraud have been detected, and railway managers and others who assist in doing this render a service to all the railways of the country.—*Railway Age*.

—The very important announcement is made that at a meeting in Boston, July 24, the directors of the Chicago, Burlington & Quincy, decided to build to St. Paul and to offer for subscriptions \$7,000,000 in bonds and stocks out of a total issue of \$10,000,000. The road is to be called the Chicago, Burlington & Northern. The bonds, it is said, will be five per cent. issued at 90 with six shares of stock at 35 with each bond; the Chicago, Burlington & Quincy to give a guarantee. This action settles the question of the ownership of the Winona, Alma & Northern—if there was previously any doubt about it. The movement is decidedly an aggressive one, but in view of the rapid and practically unlimited development of the northwest it is not safe to say that the construction of the new line will not be warranted by the results.—*Railway Age*.

THE NIAGARA FALLS PARK.



Since Hennepin first beheld it 200 years ago no natural object in America has been the subject of such deep and constant interest as has the great cataract Niagara Falls. Its literature, impregnated with the legends of the old Indian tribes, and full of the bloody struggles of the American pioneers, would fill volumes. From every quarter of the globe savants and sight-seers have swarmed to study its remarkable geological aspects, to measure and calculate its force and volume, and to gaze upon its glorious majesty and in-

effable charms that painted canvas and printed page can portray but feebly, and that science is powerless to measure. Man has done much to Niagara if little for it. He bedaubed it with patent medicine advertisements; he stole what drops he could from the river to run the clattering wheels of money-making mills; he assembled great numbers of picturesque savages who, with mellifluous brogue sold beaded goods to the traveller, and let loose hordes of hungry hackmen. Happily a change has come.

When the Cantilever bridge was made to span the gorge below the falls, and the Michigan Central ran its trains over it east and west, we had for the first time a "Niagara Falls route," so long advertised by rival lines. This line ran its trains along the brink of the canyon, stopping them at Falls View, and for the first time the traveler got a satisfactory view of the falls from the train—a view not to be surpassed until he can suspend himself in mid-air over the seething caldron. All this increased travel by the Falls, as connection was made at Buffalo with the four-track New York Central, and the passenger went on his way without delay. The Michigan Central, with its "Niagara Falls route" and its sumptuous dining cars, flanked hackmen and hotels in more ways than one. Last winter, when the ice bridge spanned the chasm, train after train of delighted tourists halted at the Horseshoe fall, sped over the wonderful bridge and up the river's bank to Buffalo.

It is not probable the sordid appeals of hackmen and inn-keepers influenced the New York legislature, but rather that that body had in view, when it passed the Niagara Falls park bill, the wishes of the traveling public, emphasized by the practical teachings of the Michigan Central. Soon, on the New York side of the river, trees, shrubbery, fountains, and verdant turf will replace the unsightly structures now there, and the traveler will be incited to halt and freely wonder, where now he is repelled.

When will our Canadian brothers over the border follow the example of New York? The Dominion government have talked of this international park business longer than we have. We have gotten through talking and gone to work. Will not Canada now do her part promptly and change her barren waste into a garden of the gods?—*Detroit Evening Journal*.

—The Northern Pacific R. R. Co. have contracted to send through from Tacoma, Wash. Ter., to St. Paul, Minn., 2,000 tons of tea by special trains equipped with air brakes. These are the first tea shipments of the season, and the tea being brought from China by a vessel chartered by the road, and if the enterprise proves to be a paying one, it is the intention to develop the trade by this new route. The first train was run through to New York in 8 days and 4 hours, the whole distance being 3,378 miles. Some tea trains by way of Omaha on the Union Pacific and Chicago & Northwestern, got through from San Francisco to Chicago in less than five days, making better time than the ordinary passenger trains. Many railroad men think that in a few years the greater part of the tea for European consumption will be brought from China in this way.—*National Car Builder*.

—The Iowa railway commissioners have reaffirmed, after a rehearing, their former decision that a carpenter may ship a chest containing his tools and clothing as baggage. They admit the rights of the company to make reasonable rules with regard to the management of their business, but to hold that a rule which excludes articles declared by authoritative decisions of the courts the character of baggage, would be in derogation of law. A reasonable quantity of mechanics' tools in a trunk, box or chest with his clothes, to the weight of 150 pounds, constitute baggage, and is entitled to baggage privileges. If a passenger should by fraud or concealment, attempt to have tools, or valuables not having the character of baggage carried, the case would be different, and the carrier would be relieved from liability. But each case would have to be determined on the facts.—*Railway Age*.

A GLORIOUS VICTORY.

The Knights of Labor have gained the victory in their strife with the Wabash, so they say, and with great display a telegram was sent to "raise the boycott on the Wabash;" in other words, by the kind permission of Messrs. Powderly *et al.*, you may earn wages to feed yourself and family until we tell you to stop. Meantime the Wabash managed to do its business with but little trouble, the "boycott" notwithstanding. The following is the order of General Manager Talmage on which the Knights base their claim of victory:

"In filling vacancies caused by the discharge of our men for incompetency and when men leave our employ, give the old men the preference over new, asking no questions as to whether they belong to the Knights of Labor or any other organization."

Verily, it seemeth to us a case of "much cry and little wool," though if the Knights are satisfied the MONTHLY congratulates them on their victory. How long will laboring men continue to surrender their personal independence to these autocrats who mis-call themselves the champions of labor, and who, by appealing to the baser passions, often induce the laborer to inflict suffering on himself and family. We hope no little innocent has suffered with hunger on account of the "Wabash boycott."

Scientific and Mechanical.

EXPLOSIONS.

EDITOR GAZETTE:—I have been waiting for some time past for Mr. Finkham to fulfill his promise made in the columns of the *Republican* and explain why those boilers did not explode in the cases cited in my last communication to that paper, but having waited in vain I have arrived at the conclusion that his "ten years of practice and hard study as an engineer" (of steam-heating apparatus?) have failed to enable him to explain satisfactorily to himself, even. Meantime another gentleman has advanced a theory (not new by any means), that when water becomes low in a boiler the flues and flue and crown sheets heated very hot, and cold water is pumped on them, the water assumes a spheroidal condition, is protected from the hot metal and steam is not formed by it until the metal partially cools when the explosion occurs, thus tracing the cause directly to "low water." Theoretically very plausible but how about the practice? In nine cases out of ten the first intimation an engineer has that his boiler is burned, is given by leakage. Cases where boilers have been burned and cold water pumped in with no worse consequences than finding the leakage so bad that it was impossible to keep up the steam pressure are numerous.

That a small quantity of water coming in contact with a very hot surface assumes a spheroidal condition is well known, that a large quantity does so, I am not prepared to deny, though I doubt it. That this spheroidal condition prevents the generation of steam, seems to me an absurd idea. Place two drops of water simultaneously, one on a red-hot metal plate and the other on a moderately hot one, the red-hot one being concave enough so that the force of the steam generated will not force the drop off the plate, and observe which disappears in steam first. Or heat the bottom of an iron kettle red-hot, pour cold water in and immediately hold your hand over it near the water, then give your opinion as to whether there is any "cushion of steam" that will prevent the formation of more steam or not. If, however, your vessel is closed so as to retain the pressure of the steam generated, the conditions are changed entirely, steam will be generated until a certain pressure is reached and then the generation stops until more heat is applied or the temperature is reduced.

In a vacuum water boils at 70° sensible heat in open air with the pressure of the atmosphere at 212° , under 10 pounds additional pressure to the square inch it requires 241° , at 50 pounds pressure 300° while at 100 pounds pressure it requires 340° of sensible heat. In addition to this it requires 966° of latent or insensible heat to convert water into steam. This explains why steam is not formed faster, when cold water is pumped into a very hot boiler, the pressure on the water, and not its spheroidal condition prevents the formation of steam except as the required amount of heat is absorbed from the hot metal. The transformation of water into steam is instantaneous, not gradual as may be supposed by many; that is each particle (or molecule) of water explodes into steam the instant the necessary degree of heat is reached, that is 966° (and a fraction not necessary for my illustration,) of insensible or latent heat, plus 212° of sensible heat at atmospheric pressure or plus 340° of sensible heat at 100 pounds pressure. Water is explosive, steam is not. Ordinary boilers carry from 10,000 to 20,000 pounds of water. In a boiler carrying 10,000 pounds with a steam pressure of 25 pounds the sudden explosion of 2,000 pounds of

water into steam, would give a blow of 21,000 pounds per square inch, in round numbers. Is it surprising that boilers explode?

The amount of heat required to raise the temperature of water from 32° to 212° , will raise the temperature of iron to $1,620^{\circ}$. Common gun powder expands by explosion 800 times its own bulk, water exploding into steam expands 1,720 times, containing more than twice the expansive power of powder.

Steam discharged from a boiler under 100 pounds pressure, has a velocity of 1864 feet per second. I believe it is said that a locomotive throttle under ordinary steam pressure, has a capacity for discharging 100,000 feet of steam per minute, or a little over 1,600 feet per second. When a particle of water receives the last degree of heat necessary, nothing can prevent it from exploding into steam as the change is instantaneous, and while its full expansion may be prevented by enclosure or pressure, the change from water to steam is none the less certain. Suppose the pressure in a boiler is suddenly reduced from 100 pounds to 90 pounds: at the latter pressure water boils at 333° , thus we have 7° degrees of sensible heat released to be absorbed by the water. Now as steam is constantly being formed, it necessarily follows that a portion of the water always contains within a fraction of the necessary heat to transform it into steam, and if enough latent heat is contained in the water, so that the sudden absorption of 7° additional heat will convert any considerable portion of the water into steam, an explosion is the inevitable result.

The tensile strength of the first boiler exploded by Mr. Lawson was shown by actual tests to be 768 pounds to the square inch, and it exploded when the steam gauge registered but 236 pounds, and with the water seven inches above the crown sheet.

The Government Inspectors who witnessed the test say in their report: "The boiler did not tear at the seams, the weakest parts, but through the solid parts of the iron." They further say, "The experiment seems to have proven the theory held by many, that low water is the cause of boiler explosions, to be incorrect."

January 11th, the boiler of a steam tug exploded near Pittsburg, and the following is taken from a lengthy report of the U. S. Inspectors:

"We believe that the steam pressure at the moment of the explosion was at least 170 pounds, possibly 175. Taking 175 pounds as the maximum pressure of the boilers, the temperature of the water due to the pressure would be 381° very nearly. As we believe, and as is proven by the evidence, there was scant three guages of water in the boilers. The large body of highly heated water, if suddenly relieved of pressure—as would be the case in opening the valve referred to—(safety valve) would burst into steam exerting a force sufficient to tear to pieces the strongest material. *Strong and weak parts would give way alike, and the larger the amount of water the greater the force.* A careful examination of the exploded boiler convinces us that all parts exposed to the action of the fire was covered with water. There is no indication whatever that we could see of a scarcity of water. This large amount of water at the temperature it was at, thus suddenly relieved of the pressure is, we think, the *cause of the violence of the explosion.* Because a deluge of water did not follow, goes to prove the highly-heated condition of it, *most of it being instantly transformed into steam.*"

The italics in this extract are my own.

How often coroner's juries have rendered a verdict of "low water" simply because no trace of water was found immediately after the explosion and in the face of direct testimony by competent reliable men, that there

was sufficient water in the boiler just before the explosion.

The letter of Mr. Allen in your columns, indirectly at least sustains my assertions, as he says of the "low water" cause, "there is no evidence to sustain such a theory."

There is much more to be said but I will try the patience of yourself and readers no more, at least not until some one advances something more than the assertion that "a highly heated boiler will explode when cold water is pumped into it," because I know from actual experience that they won't. I believe there are conditions under which pumping water, cold or warm into a boiler will cause an explosion, but low water is not a factor.

I would like to hear from some of the many competent engineers, not a few of whom have grown gray on a locomotive. For the facts and figures given above, I am indebted to various papers and tables in my possession which are subject to the inspection of any who chose to call at my office.

W. P. DANIELS.

SPEED RECORDERS.

LONG'S JUNCTION, Texas, September 4, 1885.

EDITOR MONTHLY :—In reply to article signed "Dutch Clock," on page 501, volume 2, No. 9, September, 1885 : He says "it is asserted, six or more cars in one train under same condition, that no two would record alike, and that there was ten miles variations per hour in one case." I would like to know when and where such a test was made that showed, in same condition, such a variation. But in absence of that information, I will say it is simply an impossibility for such a record to be made if the machinery was in order and clocks registered properly. While there might be a small discrepancy on account of the wear of car wheels, in old and new wheels, and that difference could not be over $\frac{1}{2}$ mile in the hour, and in that case it is time to take the old wheels out and put in new ones, as they have done their part. 2d. As he makes the above as an assertion, I will give him facts. The test of running six or more cars together was made out of Ft. Worth, on the R. G. division, by the train-master of said division, about fifteen months ago, and the record was so near that no variation could be discovered. The train-master at that time is a passenger conductor at the present date on the same division. Again, the test was made of six or more cars on the I. & G. N. Ry. at Palestine, Texas, about three months since, and gave satisfaction ; and again at Palestine, August 31, 1885, eight cars were run together between Palestine and Neches, a distance of eleven and seven-tenths miles without the variation of one minutes in the whole run. The record papers of the last two tests are in the dispatcher's office at Palestine, Texas, and can be seen by Mr. "Dutch Clock." I will call his attention to the fact (they say figures will not lie) that men sometimes handle them very careless. To run thirty miles per hour and record only twenty-five miles per hour, the clock will have to gain two-fifths of a minute per mile, or ten minutes per hour, while the other runs thirty miles and shows thirty-five miles per hour will have to lose seventeen seconds per mile, or eight and a half minute per hour, instead of seventeen minutes as he asserts, and three and two fifths hours instead of seven hours in twenty-four. He thinks that very improbable. If they are all in the same condition it is not only improbable but impossible. But such a difference could be made, as for instance, any Seth Thomas clock can be so altered as to run two hours in one hour, while the same clock can be so changed in regulator as to run as much slower, that is to run one hour in two hours. But we have no such differences

here, as we keep all speed recorders sealed and do not expect the crews to have anything to do with them. We have men at certain points to look after them and change diagrams, and if out of order, to see that it is in order before leaving. I have charge of them on the Mo. Pac. Ry. system in Texas and Louisiana, and have been for over four years at this point, this being headquarters for "Dutch Clocks" in the southwest, or Texas department. In conclusion, I will say, where there is any discrimination, as stated, it is the result of some "monkey-work" of some one in an effort to beat the railroad as well as the "Dutch Clock."

Respectfully,

S. M. W.

—The locomotive that was built by the Baldwin Locomotive Works some years ago for the purpose of making specially high speed on the Bound Brook route has come to a humiliating end. The engine had single-coupled driving wheels, 78 inches in diameter, driven by cylinders 18x24 inches, a steel boiler 52 inches in diameter supplying steam. The hind part of the engine was carried by a single pair of wheels, and a device was provided for throwing part of the weight that usually rested on these wheels on to the drivers. Although there seemed no limit to the speed this engine appeared capable of attaining with a light load, it was not regarded as a success for the heavy trains that have to be pulled between New York and Philadelphia, and was shortly afterward sold to the Eames Vacuum Brake Company and taken to Europe. After various vicissitudes this engine, which was during her latter days called the Lovett Eames, was sold in England recently for \$900, and was broken up for scrap.—*National Car Builder*.

—The Illinois Central Railroad Company have got twelve Roger locomotives in service that have been running over 30 years, and they still have the original boilers in use. Most of these engines are light, weighing about 25 tons, and have cylinders 15x22 inches and wheels 5 feet diameter. The engines are now getting too light for the work of the road and they will probably be cut up within a very few years, and the company can well afford to put the engines aside, for few locomotives have earned an equal amount of money. The oldest engine still running on the road is a Rogers make, which has been in service 33 years. Nearly 30 years ago this engine was run for some time by Mr. Morris Sellers, the well-known railroad supply dealer, and at that early day the engine was regarded as a wonder among locomotives, owing to the astonishing weight of trains she could pull.—*National Car Builder*.

—A ninety-ton Wootten locomotive, from the Philadelphia & Reading road, has recently been subjected to a test, extending through sixty days of service, by handling freight trains on the heavy grades of the Union Pacific between Laramie and Green river. Its success in developing immense power from waste coal by means of the special "dirt-burning" fire box, devised by Mr. Wootten, is reported to have been so complete that the Union Pacific has decided to adopt that form of locomotive. The one in question has been taken by the Atchison, Topeka & Santa Fe for experimental service on the grade between Trinidad, Colo., and Raton, N. M., which is 200 feet to the mile, and 24 miles long.—*Railway Age*.

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

C. S. WHEATON, Editor.

INSURANCE.

We of the Order who are now interested in the insurance connected with the Order should feel a deep and lasting interest in its future success, and if we truly appreciate the protection to our loved ones, we will do our best to make it a lasting protection to them. It has been urged that the new material that comes into our mutual insurances will make up the difference between the ages of the old members, and the rates of assessments will not materially increase. This may answer in one case, but it will prove an exception to the rule if it is shown in one case even. It has been remarked that the average life of our mutual insurances is about twenty years. We of the Order do not want to be thrown out of our insurance in twenty years from now: then will be the time that we most need it. Then we ask you what shall be done to prevent the increase of assessments from eating us up. This is a question that should come home to each and every member of the insurance and of the Order, for we hope to see every member of one a member of the other, that is eligible, and with the hearty co-operation of all it can be made a grand success. And how? is the question. And it does seem to me that in eight thousand members we ought to find some one equal to the task of framing such a law as will make our insurance perpetual. In the September number we print a plan which is already offered for your consideration, and we ask all to fully consider it. It is not a feasible plan unless the Order is chartered; then it can be considered with safety. Another plan has been broached to us, which has one good feature, if no other: it will save \$70 per month in the issue of notices of assessments. The plan is in substance this: Every member of the insurance will pay to the secretary of his division, between the 1st and 30th of each month, \$2, who will promptly forward the same to the G. S.; all claims to be promptly paid from this fund, and the balance placed at interest with good security; the same rates of assessments to be continued until they are required to pay the claims against the association, when the assessment shall be raised to \$3 per month, and the surplus placed at interest. Those who have figured this plan out, state that at the end of ten years the interest on the fund created will pay all increase of assessments, and you will be able to carry your \$2,000 for \$24 per year, as at the start. Please figure the matter over.

Another presents a graded plan, as follows: All members up to 30 years of age pay \$1 each assessment; 30 to 35, \$1.10; 35 to 40, \$1.15; 45 to 50, \$1.25; 50 to 55, \$1.28; 55 to 60, \$1.35; 65 to 70, \$1.50 each. This is an old plan, and is in use in some of our strongest mutual insurances to-day. In many the ratio of increase varies and increases more rapidly than in the above table. We ask all to interest themselves in this matter of insurance, and let us have the best and most feasible plan on which to conduct this branch of our Order. We will be glad to hear from any of our brothers in regard to this matter, and whatever is done let it be done for the best interest of all concerned.

REPRESENTATIVES.

We hope each division of the Order will send a representative in all that the name implies, and let us have a full expression of the Order on all the matters that come before the Grand session. In the September number we gave a number of points in the law that amendments would be offered to change. We wish we could give all, so each division could discuss them beforehand and give their views to the delegate. Each delegate should provide himself with a copy of the constitution and statutes, proceedings of the seventeenth annual meeting, and a blank book to keep a record of the resolutions offered and their import, and when the vote is taken he can note, whether carried or lost, and then be able to make an intelligent report to his division of the action taken. It is almost an absolute necessity that delegates remain until the end of the session, as the secret work is exemplified, and the annual password for the year given the last thing before the close. Our attention was called during the year to the fact that some delegates never visited their divisions after they returned home from the Grand session. This is very wrong, and each division should select for their delegate one of the working members of their division. Then he can give you the benefit of his experience at the Grand Division, and we can assure you it is a good thing for all who attend. The hall at Louisville is so situated that delegates will have the floor to themselves, and visitors will be seated by themselves, which we hope will be a great improvement over previous years. The next place of meeting has also been somewhat discussed by the brothers, and we have heard the cities of Omaha, Neb.; Denver, Col.; Des Moines, Iowa; Chicago, Ill.; Milwaukee, Wis.; Richmond, Va.; Detroit, Mich.; Atlanta, Ga., and Cedar Rapids mentioned. It would be well for all to discuss this matter in your divisions, and instruct your delegate in accord with your views. None of the divisions located at the above points have asked for the meeting as yet, so the talk is only among the members.

The subject of biennial meetings of the Grand Division is being discussed, and it is urged on the part of some for the reasons that we are a large body, and it is a heavy tax on the railroad companies each year carrying us to and from our annual meetings, and that it would save the Order a great expense each year by dropping one meeting. This is quite an item, as it costs you about \$10,000 each year, and will cost more and more as we grow. This figure is made on the basis of an average expense of \$50 to each delegate. It is well worth while to consider these matters, for they are of interest to all. We should certainly try to give our members the strongest benefit possible for the amount paid, and we should make the burden on all as light as possible.

In regard to location of the headquarters of the Order, we hope it will be done promptly. In the advent of a failure, the headquarters will remain as now, as it will cost too much money to remove after this year. If you desire it to remain in Cedar Rapids, no action by the Grand Division will be necessary. Incorporation should be duly considered. The laws of different states vary, and each one should get legal advice in the several states, in order that all may be advised and act understandingly. When you consider that we are doing \$50,000 worth of business each year, the necessity of incorporation should be apparent to all.

We have tried to get all the ideas we have heard advanced in print, in order that you will all be prepared for them when advanced, and we hope one and all will come fully prepared to work and act for the best interest of the whole Order.

DELINQUENCIES IN INSURANCE.

We have just been handed a list of the forfeitures from divisions on assessments 36 and 37—thirty-two in number; and from the following divisions—3, 6, 7, 11, 22, 31, 32, 36, 43, 44, 53, 55, 57, 68, 73, 78, 84, 90, 91, 107, 135, 147, 148 and 160, one each; 9, two, and 61 and 65 three each; and in looking over the names I find two that are personally known to me as young men, single and in the prime of life, and it is a mystery what excuse such can offer for failure to pay their assessments. Are they too poor to give a brother's family \$1 of their earnings? Oh, no, the excuse won't go; and this is simply the case when your assessment comes. The brother asks you, will you put in your dollar against mine, and he who falls shall receive the benefit? Is it possible that we have a brother who would not do this? Another case is that of a brother who has a nice little family. He has a job and a regular run. Can it be possible that he is willing to let his family go without protection? Stop and consider, my brother, and take up the insurance again at once. See that those so near and dear to you are protected to the full extent of your power, and don't let it lapse. Only three weeks ago I talked with a good brother of our Order, in full health and strength; to-day we are notified that he is dead. The first question you ask, Was he insured? Yes, he was, and prized it highly, and we hope soon to pay to his family the amount due them. Now don't you who are delinquent wish that you might participate in this free-will offering to his beloved family? To those who are not insured, would not you even be glad to contribute? and much more, would you not bless the Order should you in case of injury be the recipient of a like amount? During your health is the time to prepare for adversity. See to it that you are prepared while it is yet to-day. We hope to see the time that every member of our Order will fully realize this responsibility, and fully protect both themselves and families.

HOTELS.

Brother S. F. Randall, secretary of Division 80, at Louisville, Ky., informs me that the hotels at Louisville have made the following rates for delegates and visitors during the session of our Grand Division :

Gault House, corner First and Main streets, \$2.25 per day.

Louisville Hotel, between Sixth and Seventh streets, \$2 per day.

Standiford Hotel, Tenth and Broadway, \$2 per day.

Alexandria Hotel, Jefferson, between Fifth and Sixth, \$1.75.

Phoenix Hotel, Sixth street, between Main and Market, \$1.50.

Arlington Hotel, corner Twelfth and Main, \$1.50.

The above is for ordinary first-class rooms. Extra first-class rooms, with bath, parlor, etc., will be charged extra.

The Gault House furnishes a parlor free for committee room.

Brothers of the Order had better write Brother Randall at once, giving him number of your party and accommodations, and rates you desire to pay, so that you may be provided for in time. The Gault will undoubtedly be the headquarters, as it can accommodate nearly three hundred people. We understand this will enable all the delegates to stop at one hotel; and we hope that all will advise Brother R. so as to avoid all confusion. All of the hotels are first-class, and the rates are good, and the low rate of \$1.50 per day should encourage a large number of visitors to attend.

KNIGHTS OF THE PUNCH—CONDUCTORS IN SOCIAL REUNION.

Published by request.

The presentation and banquet, given by the wives of members of Creston Division No. 21, Order of Railway Conductors, referred to in these columns last week, occurred in the parlors of the Summit house Saturday evening. Shortly after 8 o'clock the party assembled and the spacious parlors of the popular Summit were hardly equal to the occasion. As the invited ones arrived they were met at the head of the stairs by Mrs. H. S. Storrs and Mrs. C. A. Stanchfield who escorted them to rooms where their wraps were removed and then to the parlor, where they were introduced and entered at once into the sociability of the occasion. Many of the members and their wives were from abroad and were not acquainted with many of their Creston brethren, but with the absence of formality, which is seldom met among the genial railroader and his family, these obstacles were easily overcome and all were soon made to feel well acquainted.

Prof. Pirie's orchestra was stationed in the hall and discoursed excellent music at intervals during the evening, which was highly appreciated by the assembly, and great regret was expressed by many that time and room forbade their improving the same by "tripping the light fantastic."

About 9 o'clock, after the party had all assembled, Mr. H. S. Storrs called them to order and addressed the members of Division No. 21, and stated the ladies present, wives of the members, had prepared a beautiful silk banner which he held, which was to be presented this evening to them by Mrs. D. B. Cowles, of Ottumwa. He then brought it from the north parlor into the front parlor, and Mrs. Cowles stepped forward and presented it to Mr. Stanchfield, for the Division, in the name of the wives of the members in the following neat little address.

"I have the honor of presenting to Creston Division No. 21, this banner, not for its intrinsic worth and beauty, but as a simple token of the love and friendship each lady holds towards the Order. Accept it, then, as a testimonial of our gratitude for your unceasing efforts to benefit us, wishing you prosperity."

Mr. C. A. Stanchfield responded on behalf of the Division as follows:

"Mrs. Cowles and Ladies:—I must say that you have all kept your secret well, and made the surprise complete. In olden times a banner was carried by the escort of titled nobility, emblazoned with their coat of arms. On this occasion the banner is presented by nobility to the escort. In the delicate tints and fine tracings we behold its fine qualities and gentleness of woman in her solicitude for the welfare of her husband in the perilous occupation of a conductor. Our members will ever cherish this memento and regard it a beacon established by you to lead them in higher paths of usefulness. On behalf of Creston Division, No. 21, O. of R. C., I accept this beautiful present and thank you all very kindly, hoping it will be the beginning of a reunion each year until our motto, Perpetual Friendship, shall be the universal wish of all mankind."

The banner was then rested against the wall until supper was announced. It was a beauty, of dark blue silk with gold fringe trimmings, cords and tassels. In gold and light blue scrolls and letters were the words "Presented to the Order of Railway Conductors, Creston Division No. 21." In the center were clasped hands, above and beneath which were the mystic letters of the brotherhood, P. F., and at the bottom a gold lantern on the globe of which was plainly visible the word "Iowa." The whole was

fastened to a highly polished walnut standard with a gold spear on top, and made a banner the Order may well be proud of, and one of the finest the reporter ever beheld. With it were three small silk altar flags which were presented to the division by Mrs. Ed. Butcher some time since, and were beauties.

After the presentation the company again settled back to social conversation and were entertained with instrumental music by the Misses Flora Swan and Hattie Kinney, and music by Prof. Pirie's orchestra, and an hour was most pleasantly passed before supper was announced.

When the call was made for supper, Mr. H. S. Storrs, bearing the beautiful new banner, led the way to the dining room, the remainder of the party following. The dining hall was tastefully arranged so as to accommodate the entire party. Two long tables were spread the entire length of the hall on the east and west side, and two short ones occupied the center of the north and south ends of the hall. The officers of the Division were mostly seated at the north end of the west table. Mr. Storrs who was spokesman of the evening was seated at the short table at the north end, while the others filled the remaining seats which had been arranged to accommodate the party. When the party were all seated Chief Conductor D. B. Cowles, arose and informed Mine Host, Mr. Becker, that the party were now ready for supper, which was at once served by handsome waiter girls dressed in snowy white, and liberally patronized by all.

The supper over, Mr. H. S. Storrs arose and stated by request of himself he had been appointed toastmaster of the evening, and in the discharge of his official duties announced the following

TOASTS :

"Our Honored Dead," to be drank standing and in silence. All arose and tipped their glasses to this solemn and impressive toast.

"Our Wives, God bless them," to be responded to by W. L. Jameson, the newest married man in the Division. Mr. Jameson was taken by surprise, and could only respond in tipping his glass, "Here's God Bless Our Wives."

"Order of Railway Conductors," response by C. A. Stanchfield. Mr. Stanchfield prefaced his response by "Royal Nibs, Brothers, Guests and Conductors." He said it was an honor to respond to the toast proposed. All would agree that a conductor was first to be considered on this occasion. A conductor in service stands at the head from one end of the road to the other. The Order was originated and existed for the purpose of making every conductor a better man in every sense of the word which he hoped the gathering this evening would prove to the mind of all present. He recognized this as one of the best gatherings ever had in the city, and hoped it would result in an annual gathering of the kind, by the Order, and that as each year rolls round all hands would come together. He hoped all had been benefited by the meeting to-night, and would pledge themselves to be better in every sense of the word.

"Division 21," response by D. B. Cowles. Mr. Cowles said, "Here's to all the ladies and visiting brothers who supplied the beautiful banner for Division 21."

"Sobriety," P. C. Hawkins responded and said, "Here's to sobriety, the largest stone in the foundation which upholds the Order of Railway Conductors."

"Our Guests," Mr. Foley. The gentleman arose, in response to the toast, but was not equal to the occasion for a response.

The toast, "Our Committee," to be responded to by Mesdames Stanchfield, Farrell, Storrs and Berry, was unanswered.

"Our Hosts, Swan & Becker," was responded to by Mr. Becker. He said on behalf of the firm he was glad to see all present enjoying themselves, as he saw they were. He was glad to see them thus meet together. He did not know the secrets of their Order, but from his standpoint he could see that all enjoyed the occasion. He wished them joy and happiness, and hoped that the firm of Swan & Becker might ever be remembered by them. All then tipped their glasses to the "success of Swan & Becker."

The toast "The Press, the Greatest Power on Earth," was announced and responses called from S. A. Brewster of the *Advertiser* and Mr. Lewis of the *Gazette*. Mr. Brewster said that he did not wish to respond to the toast "The Press" proper, but that he wished to say he felt highly honored by the receipt of an invitation to be present. He recognized among members of the O. of R. C., many of his oldest and best friends in Creston, the friendship of whom he highly prized. He recognized the O. of R. C. as one of the most honorable in the line of brotherhoods, and hoped it might live long to do good. He hoped to see these gatherings occur annually in future, and was sure that should he be honored with invitations to future meetings, he should not fail to be present.

It was then announced that several who wished to take the night trains for home wished to be excused, and the party adjourned again to the parlors, where social enjoyment continued, and those who desired to leave on the night train prepared for departure. Good byes and good wishes were then exchanged and members from abroad who wished to depart on the night train departed, and the other members of the party continued their social enjoyment until close to 12 o'clock when all departed for home, much pleased with the evening's enjoyment, pronouncing the presentation and banquet given by the wives of members of Creston Division No. 21, O. of R. C., the most brilliant affair of the kind which has occurred in Creston for some time.

NOTES.

The officers of the Division treated so royally by their good wives are: Allan Potter, Past Chief Conductor; D. B. Cowles, Chief Conductor; M. H. Farrell, assistant Chief Conductor; G. M. Loughridge, Secretary and Treas.; C. F. Allen, Senior Conductor; P. C. Hawkins, Junior Conductor; H. S. Storrs, Inside Sentinel; C. A. Stanchfield, Outside Sentinel.

The members of the Order not belonging to Creston Division No. 21, were J. Foley, of Mason City Division, and John Gillan, of Ft. Wayne Division, Ft. Wayne, Ind.—*Exchange*.

—The *Texas Rail and Wire* asks the MONTHLY: "If the organic principle of the Order which it represents does not prevent a man *with a record* of criminal neglect, or habitual drunkenness and disregard of duty, from being a member of the Order?" (The italics are ours.—ED.) We answer most emphatically, yes, it does, and it is the same, we believe, with all other organizations of men employed in train service. We believe it *would be* a very strong safeguard if all companies would discriminate in favor of members of the Order and kindred organizations when they employ men, and we are encouraged in that belief by the fact that some officers do now make such a discrimination. The *Rail and Wire* further asks: "This principle once recognized, of what use or abuse can the blacklist be?" We answer, though it certainly seems unnecessary, that were all railway companies employing men to require a certificate of membership from an organization

of the class of employes to which the applicant belongs, it simply transfers the blacklist from the companies and places the whole burden upon the organizations. That unprincipled men can deceive the whole membership of any organization and obtain admission, we have convincing proof every day, and where the bad record of a man is known, how is it made, but by this same blacklist? One great trouble is, that in many cases the "record," otherwise "blacklist," is not made soon enough. Had our man Fuller been blacklisted soon enough, it would have saved many members of the Order a few dollars apiece and an innocent and estimable young lady much suffering. After diligent inquiry the MONTHLY has succeeded in getting the facts of what seems to be a genuine case of the abuse of the blacklist, but it is somewhat ancient, so much so that the MONTHLY is confirmed in its disbelief of the prevalence of such abuse. Numerous instances have been quoted, but when facts and dates are asked for, they usually fade away into dim generalities, and the MONTHLY still adheres to its opinion that railway superintendents are much as other men, and that the majority have too deep an interest in their employes to waste their time and risk their reputations by persecuting deserving men, and that while there are occasional instances of the prostitution of official position to gratify personal feeling, it is not more common than with men in other positions. The following is the case referred to:

EDITOR MONTHLY:—I will endeavor as clearly as possible to state the matter in regard to the "blacklist" as you have requested. In October, 1879, I was working in the yard in Oakland on the "Long Wharf," Western Division of the C. P.; had been working there for two years at \$75.00 per month. At the time stated, October, 1879, I asked for and obtained a leave for two weeks. Had passes to and from Reno, Nevada. At Carson City I met Wm. Havenor, then conductor between Carson and Reno. He offered me a position with him to brake. I accepted, and worked for him about two weeks, then changed to the Mountain Division, and broke for Johnnie Thrall, where I could make from \$120 to \$130, per month. I was with him about two months. Before I commenced to work in the yard in Oakland, a brakeman gave me a switch key, so it was not necessary for me to draw one. After I left there and went to work at the other place, E. C. Fellows, Supt. of the Western Division, sent to me for the key; I gave it to Johnnie King, Train Master of the V. & T., and he forwarded it to Mr. Fellows. When he (Fellows) received it, he wrote to H. M. Yearington, General Supt. of V. & T. R., and requested him to discharge me for taking the key away. Yearington gave orders to Harry Hunter, assistant superintendent to discharge me, which he did. Fellows put me on the "blacklist" for taking the key, and consequently I could get no work on any road in California. They tried to get the "blacklist" introduced here in Oregon, but the officials did not approve of it. This is no secret; others have been served in like manner. I hope this will be satisfactory. Very truly in P. F.,

PASS. COND.

In reference to the above, we have only to say that the gentleman who writes the above is vouched for as a thoroughly reliable man of excellent character, and assuming his statement to be correct, it certainly places Mr. Fellows in a very un-enviable light, as by his action he proved unworthy any position of authority. As we find no reference to him in the *Biographical Dictionary of Railway Officers*, we conclude that he has long since retired to deserved obscurity. We certainly think the blacklisted man lost a splendid opportunity to teach Mr. Fellows a lesson. He should have placed his case in the hands of a reputable attorney, and he could have collected

his wages from the C. P. railway until re-instated in the position from which he was dismissed. If any *authenticated* instances of abuse have lately occurred, the MONTHLY would like to hear of them. As the MONTHLY has heretofore asserted, the blacklist has been in use longer than steam, and it will *not* "be relegated to the past." Let us one and all see that we do not *deserve* the blacklist, and join heartily in opposing its *abuse*, and we firmly believe that both the MONTHLY and its Texas cotemporary will see the day when none but the unworthy need fear the blacklist.

—The following circular has been received, and brother John communicates with the ticket agents in a neat letter: "Wisconsin Central Line, General Passenger and Ticket Department, Milwaukee, August 21, 1885. Mr. Jno. N. Robinson is hereby appointed Traveling Passenger Agent, with headquarters at Milwaukee. Appointment to take effect this date. Jas. Barker, general passenger and ticket agent. Approved: F. N. Finney, general manager." All the boys are glad, J. N.

—It is claimed by a *very* few that the ladies take no interest in the Order. Note the following which is but a sample of what is continually occurring, and instruct your delegate to vote in favor of admitting the ladies to the sessions of the Grand Division: "At meeting held August 23, of Hartford Division No. 50, O. R. C., the following resolutions were adopted: *Resolved*, that officers and members of Hartford Division No. 50, O. R. C., tender their thanks to Mrs. John Whalen for the handsomely embroidered silk flags which she worked and presented the division. And be it further *Resolved*, that a copy be forwarded the lady mentioned, also a copy sent to the RAILWAY CONDUCTORS' MONTHLY for publication, and the same placed upon the minutes of the meeting."

—Our Texas friend, *Rail and Wire*, publishes an account of one J. J. Pollock, an operator who embezzled \$1,300 from the Pacific Express Company and ran away. We are grieved and surprised that it should thus aid a powerful corporation in *blacklisting* a young man for his *first offence*, as it seems, thus depriving him of the opportunity of procuring a situation and gaining a livelihood where the *Rail and Wire* is read. Is this the way to "relegate to the past with other barbarous relics of the dark ages, the ponderous engine of cruelty and oppression which in the merciless hands of heartless oppressors, is daily filling millions of countless graves with its innocent and defenceless victims, and ——" Will the *Railroader* please finish?

—It is a noteworthy fact that as far as the Civil Service examinations at Washington have gone they have demonstrated that women have as a rule gained the highest average and passed the best examinations. Most of them standing at the top among the nineties, sixty-five being the average required. In view of these facts, the more surprise is occasioned at the frequent givings-out that women are to be dispensed with entirely in the Washington public service. There is no valid reason whatever why any such new order of things—any such backward movement—should obtain. The present advanced state of public opinion of the people will not excuse in our rulers the adoption of the Bismarck tyranny of driving all women out of public employment, simply because they are women. Realities of excuse therefore cannot be found, and possibilities must not be permitted to supply their place.—*Exchange*.

Legal Department.

Reported Expressly for the MONTHLY by R. D. Fisher, Indianapolis, Ind.

XXX.

Carrier of Passengers—Connecting Lines—Coupon Tickets—Forcible Ejection.—This was an action brought by W. J. Connell against the Pennsylvania Company to recover damages for a forcible expulsion from appellant's car. The trial court gave judgment for \$15,000 damages and the company appealed. The facts were, that the Wabash Company, at Omaha, sold Connell (who had no notice or knowledge that the Pennsylvania Company had discontinued and ordered the Wabash Company to discontinue the sale of said coupon tickets) a coupon ticket from Omaha to New York. Reaching Philadelphia safely, and there taking passage upon appellant's train for New York, the coupon ticket purchased at Omaha was presented and refused by the conductor, who notified him the ticket was not good on that road and demanded fare, which was refused and the appellee forcibly ejected from the train.

Held, 1. That where a conductor of a railway company, acting under the instructions from his superior, refuses to accept a ticket issued by another company as agent for the former, and demands full fare, the passenger, if his ticket was issued by authority, may pay the fare again and recover of the company requiring payment the sum paid, as for a breach of contract, or he may refuse to pay, and leave the train when so ordered by the conductor, and sue and recover of the company all damages sustained in consequence of his expulsion from the train; but if he refuses to leave, (as in this case) he cannot recover for the force used by the conductor in putting him off, when no more force is used than necessary, and the expulsion is not wanton or wilful.

2. Where one is expelled from the cars on refusal to pay fare to the conductor, he will be entitled to recover the amount of cost of a ticket, and also such damages as he may have sustained on account of delay by his expulsion, reasonable damages for the indignity, and all additional expenses necessarily occasioned thereby, but not damages for personal injuries received in putting him off, unless the expulsion was malicious or wanton, as he might have avoided such injury by leaving the train when so ordered. In such case it would be his duty to pay, or leave the train, and sue for damages, if he should choose to do so. Judgment reversed.

Pennsylvania R. R. Co. vs. Connell, Ill. S. C., 1885.

XXXI.

Excursion Ticket Limitation—Notice—Ejection.—In this case plaintiff purchased an excursion ticket from Williamsport to Philadelphia and return, in August 1879, and used the part for passage to Philadelphia at the time it was bought. In November, 1881, he attempted to use the return part, and when he was on the Northern Central Railroad, between H and D stations, the conductor stopped the train and ejected him. The ticket had nothing printed on it showing that it must be used within a limited time.

Held, That the Pennsylvania Railroad Company was liable for the act of the conductor, as the jury found that he was one of their employes, and that a general notice not shown to have been actually brought to plaintiff's attention, that such tickets were only good during the year they were sold would not defeat plaintiff's right of action. Judgment affirmed.

The Penna. R'y Co. vs. Speiker, Penna. S. C., June 10, 1885.

NOTE.—The company's main points in defense as shown by the evidence were: 1st. That prior to the sale of the ticket in 1879, public notice was given at the place where it was purchased that such tickets were sold from June 1st to October 1st, good to return until November 1st of that year. But this evidence was excluded. 2d. That in the sale of the ticket for passage over other roads, the company only acted as agent, and assumed no responsibility beyond its own line, and that the conductor was not an employe of the defendant acting within the general scope of his authority as such conductor. On this point the testimony was conflicting, but the jury below found that he was an employe, and on this finding the decision was affirmed. To this conclusion, however, two of the justices of this court dissent, on the ground that there was no evidence that the conductor was in the employ of the defendant company.

XXXII.

Fellow Servant—Volunteer Services—What Constitutes Negligence.—

The plaintiff was a passenger on defendant's street railway, on a north bound car. The road is of single track with occasional side track for the passage of cars moving in opposite directions. The plaintiff's car having been drawn beyond the side track, where it was accustomed to passing the south bound car, it was necessary to push it back so the approaching car could pass. At the request of the driver the plaintiff assisted him in pushing the car back to the side track. While so assisting, without fault on his part, he was injured by the carelessness and negligence of defendant's driver on the passing car.

Held, That the plaintiff did not engage in the service of defendant as a mere volunteer. Under the circumstances the plaintiff could not be considered as a fellow servant with the driver of the passing car; and in no just sense did he voluntarily enter the services of the master.

Street R. R. Co. v. Bolton, Ohio S. C., July 25, 1885.

XXXIII.

Defective Appliances—Liability of Railway Co. to Employe.—1. Negligence, (master and servant.) An employe of a railroad company by virtue of his employment assumes all the ordinary and usual risks and hazards incident to his employment.

2. As between a railroad company and its employes, the railroad company is not an insurer of the perfection of any of its machinery, appliances or instrumentalities for the operation of its railroad, but is bound and required to exercise reasonable and ordinary care and diligence, and only such in furnishing to its employes reasonably safe machinery and instrumentalities for the operation of its railroad.

3. *Evidence.* It will be presumed in the absence of anything to the contrary, that the railroad company performs its duty in such cases, and where an employe seeks to recover damages for injuries resulting from insufficiency of any of the machinery or instrumentalities furnished by the railroad company, it will not only devolve upon such employe to prove such insufficiency, but it will also devolve upon him to show either that the railroad had notice of the defects, imperfections or insufficiencies complained of, or that by the exercise of reasonable and ordinary care and diligence it might have obtained such notice.

4. *Grounds of Master's Negligence.* As between a railroad company and its employes, the railroad company is not necessarily negligent in the use of defective machinery, not obviously defective, but it is negligence in

such cases only where it has notice of the defects, or where it has failed to exercise reasonable and ordinary diligence in discovering them and in remedying them.

A. T. & Santa Fe R. R. Co. v. Wagner. Kans. S. C., June 4, 1885.

NOTE.—The plaintiff in the above case was given judgment in the trial court for \$2,000 damages. The injury sustained was that of a broken leg. By direction of the yard-master he attempted while standing on the steps of switch-engine, to uncouple a passenger coach from said engine, attempting first to pull the pin from the draw-head of the engine, but finding that the head of the pin was broken, and the same difficult of removal, he then reached over the draw-bar of the passenger coach and pulled that pin, the draw-bar of the coach slipped by the draw-head of the engine and catching in the plaintiff's leg, breaking it. No negligence is imputed to either the engineer or yard-master, and that neither the coach nor engine were defective except the defects in the coupling pins, of which the plaintiff had full knowledge. On appeal the judgment is reversed and a new trial ordered.

XXXIV.

Purchaser of a Ticket Must Comply with its Conditions.—A limited railroad ticket, by an express provision of a contract therein contained and signed by the purchaser, was good for a return trip, provided the purchaser identified himself to the "Authorized Agent" of the railroad at his destination, and the ticket was "officially signed and dated in ink, and duly stamped by said agent." The purchaser presented himself at the proper office at a proper time, but the authorized agent was absent, and failed to appear before the train which the holder of the ticket desired to take, started. He therefore proceed on his return trip without complying with the conditions, and presented said ticket to the conductor and explained the circumstances. The conductor refused to accept it and demanded the usual fare, which being refused, he removed the passenger from the train.

Held, That such removal gave the holder of said ticket no cause of action.

Mosher v. St. Louis, I. M. & S. Ry. Co. U. S. C. C. E. D. Mo.

XXXV.

Negligence—Master and Servant—Parent and Child—Liability.—A railroad employing a minor to act as brakeman, or in any other dangerous capacity, without the knowledge or consent of his father, assumes all risks incident to such service, and is liable to the father for injuries sustained by the boy in the course of the employment, *though occasioned by the boys' own negligence or unskillfulness.*

Louisville, etc., Ry. Co. v. Willis. Ky. Ct. of App., May 17, 1883.

NOTE.—The injured minor in this case was under sixteen years of age. He had been employed by a company for wages, but had been discharged. When he was injured he was voluntarily acting as brakeman with the consent of the train conductor. The justice delivering the opinion said: "It is not necessary that he should have been employed for wages when the injury was received in order that the father may recover. If he was then rendering service for the company by the request or direction of its general agent as to the business in hand, and which was certainly of a character dangerous to life and limb, then being under age, it was a wrongful interference with the rights of the boy to control him. The conductor knew from his

appearance he was under age, and he received and used him, which was a dominion and an illegal control over him by the company's agent at war with the father's rights. And for such interference without the father's consent renders the company liable at least for an injury that was likely to result from such illegal conduct."

XXXVI.

Discrimination—Race and Color of Passengers—Equal Accommodations.
—*Held*, 1st. That equality of accommodations does not mean identity of accommodation, and it is not unreasonable, under certain circumstances, to separate white and colored passengers on a railway train, if attention is given to the requirements that all paying the same price shall have substantially the same comforts, privileges and pleasures furnished to either class.

2d. That a railroad company may set apart certain cars to be occupied by white people, and certain cars to be occupied by colored people; but if it charges the same fare to each race, it must furnish substantially like and equal accommodations.

3d. That it is the duty of a railroad company to protect its passengers from insult and injury so far as it can, and if the conductor and brakeman on a train conspire with passengers therein to remove another passenger who has a right to be on such train, or see or make no attempt to repair the mischief by restoring him to his seat, the company will be liable.

4th. That while a railroad company is held to a rigid accountability as to its duties to its passengers, a passenger is required to demean himself in such away as not to be offensive, vulgar, obscene, or coarsely disagreeable to his fellow passengers, or expose them to suffering or danger; and if he fails in these respects he may be removed by the train men from the train; and in such removal they may use as much and no more, force than is necessary to his removal.

Lockwood vs. Memphis etc. R'y Co., U. S. C. C., Tenn.

Murphy vs. Western etc. R'y Co., U. S. C. C., Tenn.

(s.)

When a party, in attempting to cross the track at a highway, is thrown out of his cutter and injured by reason of his horse becoming frightened by the proximity and position of cars that the railroad company has allowed to obstruct the highway for more than five minutes (a violation of its duty in this respect is negligence, Rev. Stat. How. St. Mich. Sec. 3323,) and such party is free from negligence himself, the company will be held liable.

Young v. Detroit, etc., R'y Co. Mich. S. C., Apr. 1885.

(t.)

In October, 1882, Lizzie Woods, a large, corpulent woman, was a passenger on a L. N. A. & C. R'y train for Campbellsburg. The train failed to stop long enough to enable her to alight in safety, and she was thrown or pulled to the platform while the train was in motion with such force as to tear the heels off her shoes and so paralyze her as to render her helpless, in which condition she has since remained. She sued for damages in the Washington county (Ind.) C. C., and the jury awarded her \$12,000.

Washington Co. C. C., June 10, 1885.

Yard Masters' Department.

All Communications for this Department should be sent to W. C. Bradley, Como, Colorado, so as to reach him by the 10th of each month.

We would suggest that as the MONTHLY has been adopted as the official organ of the Association, every Division of the Order should subscribe for a copy.

Notices of assessments published therein would certainly reach each Division every month. If the Grand Secretary and Treasurer could communicate with Subordinate Divisions, in this way his work would be much simplified, and the saving in stationary, postage, etc., would be very considerable.

Some members have insisted that the Grand Secretary and Treasurer should spend a considerable portion of his time in visiting throughout the jurisdiction of the Association.

They evidently do not stop to consider that ours is a growing Order, and that every addition to our number increases the work of Brother Sanger.

If, as we suggest, the MONTHLY be made the channel of communication with the different Divisions, in the matter of assessments alone, the work of notifying members thereof is reduced as many times as we have members in the Association, which would give Brother Sanger a great deal of time to devote to other matters connected with the Order that he does not at present possess. Our duty is plain in the premises, and we hope prompt action will be taken in the matter.

We would like to hear from the different Divisions on this subject.

Every association of men, no matter what their object of organization may be, always numbers among its members a few who are known as "kickers." We regret to say that the Yardmasters' Association is no exception to this rule. Particularly have we noticed this at our conventions, where these gentlemen have embraced every opportunity to unnecessarily strain their lungs in their amateur efforts to air their eloquence — or rather the windy harangues they mistake for eloquence. If the "kickers" will only adopt the following suggestions, ye editor of this department will take them under his protecting wing:

We suggest that they send us frequent communications, and thus bring their ideas in conflict with those of other brothers who entertain opposite opinions. In this way a general understanding will be brought about, and when our "kicking" friends arrive at the convention they will be able to make many important suggestions, and will not be so keen in their desire to "kick." What think ye, "kickers"?

There have been several deaths lately in the Association, and as yet we have received no notice of any action by the Divisions of which the deceased brothers were members. Is this right? Most emphatically, no. There are only two causes to which to attribute this silence; one is lack of brotherly feeling and sympathy, the other, ignorance. We would be sorry to ascribe it to the former, and hesitate to charge the latter. Should a member of the O. R. C., the B. of L. E., the B. of L. F., or of any other of the organizations of Railway Men die, do you not think that the Lodge or Division of which he was a member would be immediately convened and appropriate action taken upon the loss sustained? Most assuredly, yes.

CHICAGO, Sept. 9th, 1885.

EDITOR MONTHLY:—Your letter addressed to Division No. 15 was read at our last meeting, 5th inst., when the writer was appointed to correspond with you. I have but little to say this month; hope to send you report of our annual election in October. Relative to request of executive committee, we have already notified Grand Secretary Sanger of our views, which are, all old members must pay up back assessments, or stay out. Many of these men dropped out when the Association was small and likely to amount to but little. Now, they see how it has grown, and say, please let me return upon paying five dollars, or so. I would ask the question, is it fair to put them upon the same footing with men that have paid over fifty dollars, besides doing work to help keep the Association alive? We have a man in Chicago that paid assessment No. 7, but no more; now he wishes to get back by paying less than ten dollars. We say, no, sir; you staid out for your own pleasure, now stay out for our pleasure, and by our request. Adieu. I remain, yours truly,

HENRY R. HOPKINS, Secretary.

DERRY, Pa., August 10th, 1885.

EDITOR MONTHLY:—Well, Brother Bradley, the good work goes nobly on. This year, so far, we have about 115 new members, and my idea is 500 new members will be added to our rolls ere the close of the year. I paid Harrisburg, Pa., a visit a few Sundays ago and organized Division No. 62, with twelve members; they will also add twelve or fifteen more as soon as they get in working order. Philadelphia Division No. 37 has also added ten new members. Columbia and Lancaster, Pa., have also given us some new members, and I expect before the year is out to have a couple hundred more members from the Pennsylvania railroad lines.

I see you attended meeting of No. 8, Sunday, 2d inst.; hope you had a pleasant time and much good done for the Order. I hope Division No. 8 may drop their old grievance and go to work again, recruit up, and take their old place in our ranks, where they belong. I shall never forget the kind treatment we received in Denver at our convention.

I must hunt up Brother Gilmore and see what we can do about Omaha. There are some inquiries made by yard-masters in Council Bluffs about our Association, and we must look them up. Can't you help me some in that locality? How do you like the way the Pennsylvania Railroad Company treated us, also Divisions 37 and 44, and the St. Cloud people?

Well, everything seems to be moving nicely. I am in receipt of letters from all over the country of the most encouraging nature, and I feel this is going to be the best year in the history of the Association. Hope it may. Kind regards to all, and write soon. Yours, very truly,

J. C. CAMPBELL.

NOTES.

—We are indebted to Grand Secretary Sanger for interesting items.

—President Campbell will visit Grand Secretary Sanger some time in October.

—A new Division has been organized at Charlottesville, Va. Wm. T. Wright was elected President, and Auburn Mann, Secretary and Treasurer.

—From May 1st to September 5th, the Association has added 162 new members. We hope this increase will continue in geometrical progression from day to day.

—There is a movement on foot to consolidate Divisions No. 15, of Chicago, and No. 30, of the Town of Lake. As both Divisions have a good membership and are well officered, we can see no reason for the consolidation, and know of no benefit to accrue therefrom. Probably somebody has an "axe to grind."

—Mr. Van Winkle is a member of our Association, Division No. 1. He was formerly yard-master of the Bee Line at Indianapolis. From there he went to Mattoon as local agent, and was then advanced to local agent at East St. Louis; from there to Indianapolis as local agent for the I. & St. L. and Bee Line. He is a young man and deservedly popular with all who know him.

—In the last MONTHLY, Brother J. Q. Hicks, Chairman of the Executive Committee, calls for an expression from each Division relative to the re-instatement of members who have been suspended for non-payment of assessments. As we have received no communications as yet, we give our opinion that, as a suspended member receives no benefits whatever, that a fine of five dollars would be sufficient to cover his re-instatement.

—IMPORTANT CHANGES ON THE BEE LINE.—A few days since the *Journal* intimated that further changes were in contemplation on the Bee Line, several of which take effect to-day. Lucien Hills, who has been on the Bee Line since July, 1860, and who, since 1868, has been general freight agent, practically retires, although he will remain with the company in a nominal position, and is succeeded by Edgar Hill, who for some five years has been the assistant general freight agent, he coming off the Cincinnati & Louisville Short Line; and Albert S. White, general agent, headquarters Indianapolis, is promoted to the position of assistant general freight agent, headquarters Cleveland. J. Q. Van Winkle succeeds Mr. White as general agent, Indianapolis; M. S. Wasson is appointed assistant general freight agent, headquarters St. Louis; Fred Raine, general agent, headquarters Cincinnati. Although it was intended to keep the changes, which take effect to-day, from the public until the circulars were issued, it leaked out, and Mr. White was the recipient, by person and by telephone, of many congratulatory and complimentary words. But few, if any, men in Indianapolis railroad circles have made themselves so solid with business men as has Mr. White since he accepted the position of agent of the Bee Line and I. & St. L. at this point. His gentlemanly as well as correct methods of doing business were highly appreciated. Mr. White began railroad service in 1869 as clerk in the office of the Winona & St. Peter Railway, Mankato; 1869 to 1870, clerk same railroad, Winona; 1871 to 1874, cashier in office of the Milwaukee & St. Paul Railway, St. Paul; 1875 to 1878, private secretary to General Superintendent West Wisconsin Railway; 1878 to 1880, agent Merchants' Dispatch, St. Paul; 1880 to 1885, present position. Mr. White is son of the late Hon. A. S. White, the first President of the Wabash Railway, and also Lafayette & Indianapolis Railway. J. Q. Van Winkle, who succeeds Mr. White as general agent, is an Indianapolis boy. He commenced at the bottom round on the Bee Line, and has shown such ability that he has steadily risen in position, which promotion from time he has well earned.—*Indianapolis Journal*.

Mentions.

--NOTICE.--*Our circular giving date of Annual Meeting at Louisville, Ky., should read Tuesday, October 20th, instead of Wednesday. Divisions will please note.*

—J. A. Duvall, of Milwaukee 46, called on us during the month.

—Dick Love, the irrepressible, climbed our stairs last week and introduced brother Wilcox, of Division 83.

—Lost, strayed or stolen—correspondent of Mattoon Division No. 101. Would like to hear from him.

—Division No. 16 reports the success of their second annual ball, both socially and financially. One result was a net profit of \$100.

—We sincerely regret to learn of the protracted illness of brother Wilder, of Denver Division No. 44. All who know Asa will join in our wish for a speedy and permanent recovery.

—Interesting communications from Division 44, Smox, C. W. L., A. M. Crane, W. J. Maxwell, have arrived too late to be used this month. They will appear in our next number.

—We are indebted to Brother Chas. W. Lackey, of Division No. 84, for photographs of the loop on the Colorado Central Railway (N. G.), above Georgetown, cuts of which will appear in our next issue.

—E. L. Burke, of Division 155, formerly a passenger conductor on the West Shore, is now in the electrical supply business with his brother, in Nebraska City, Neb., and we are glad to learn, is doing well.

—We learn that the genial Jack Patterson, of Division No. 60, has left the service of the Missouri Pacific. May good luck follow you, Jack, wherever you go, and not only follow but catch up and stay with you.

—J. W. Gilbert, of Division 124 is now running a train on the Northern Pacific from Jamestown, Dak. Brother Gilbert has a wide acquaintance and his numerous friends will be pleased to learn of his prosperity.

—A neat invitation to attend the opening exercises of the Twelfth Annual Convention of the Brotherhood of Locomotive Firemen, is on our table. The convention opens at 9:30 A. M., Sept. 21st, in Philadelphia. We regret exceedingly our inability to attend.

—A man calling himself Geo. McGee, representing himself to be a member of Alamo Division No. 59, and that he was robbed of all his money and papers, was at Port Jervis, N. Y., lately, borrowing from members. He is not a member of the Order. Look out for him.

—Brother J. F. Snyder, of Perry Division No. 84, has resigned his position in the Denver yard to accept that of yardmaster for the M. P. at Green River, Wyo., and he will hereafter look after the boys who "change the points" and "shunt the wagons" at the latter place.

—The annual Convention of the B. of R. B. will be held in Burlington, Iowa, commencing October 19th. Extensive preparations are being made for their reception. Mr. S. K. Tracy, General Solicitor of the B. C. R. & N. will deliver an address of welcome.

—Randolph Division No. 29 has elected the following officers: C. C., W. G. Murray; A. C. C., D. McCoy; S. & T., W. C. Wright; S. C., J. Guthro; J. C., J. L. Germain; I. S., T. Major; O. S., O. N. Booth; delegate to Grand Division, A. Chapman.

—The *Rail Road Telegrapher* is a pilgrim just commencing its arduous journey toward the Mecca of success. If the *Telegrapher* will mend its syntax and appear hereafter as the *Railroad Telegrapher*, it will deserve prosperity. We hope it may reach the goal whether our suggestion is followed or not.

—Objection was made by members of the Order to the organization of a division at Aspinwall, and after giving the matter due consideration the Grand Chief Conductor decided that it was not for the best interest of the Order to establish a division there, and the petition for charter was not granted. His action in the matter will be duly reported to the Grand Division.

—"Jeff. L. Finley, May J. Ayers, married, Thursday, August 20th, 1885. Colorado, Texas. At Home. Big Springs, Texas." The above card came to us a few days ago. Brother Jeff is a member of El Paso Division No. 69, and he has the congratulations of the MONTHLY staff. You have taken a wise step, Finley, J. L., and the MONTHLY don't blame you for putting on Ayers over your success.

—Mr. G. W. Sanborn has resigned his position as superintendent of the Iowa & Dakota division of the Chicago, Milwaukee & St. Paul railway, his private interests demanding his entire attention. He has been in railway service since 1852 and has worked his way up from the humble position of switchman. He had held the position named since 1880. Mr. Sanborn's retirement will be regretted by all that have ever known him, and the best wishes of a multitude of "the boys" will follow him.

—A letter from La Crosse says: "You can put Lax Division No. 61 down as in full accord with the position taken by the Grand Officers in August MONTHLY. We are satisfied that in no other way can the integrity of this or any order be preserved. And while in rare instances some man may suffer undeservedly, the employes of this section of the C., M. & St. Pt. Railway should surely be satisfied with 'the greatest good to the greatest number.'" good to the greatest number."

—A prominent member of the Order undertook to conduct a hack, and a wreck was the consequence. Brother L. R. Carver was thrown from the driver's seat of a hack, in Keokuk a few days ago, spraining his left wrist and breaking one of the smaller bones of his left arm, both painful injuries—though he pluckily sticks to his run. Whether the accident was caused by a collision, or by a difference of opinion between the conductor and engineer of the hack, we are not informed.

—George W. Howard, yard-master of the Evansville & Terre Haute road at Terre Haute, on Sunday was presented with a handsome \$200 gold watch and chain by the members of the B. of L. E. and Order of Railway Conductors. Mr. Howard had resigned his present position to become train-master of the L., N. A. & C. railroad, and the meeting was in the nature of a farewell to a gentleman of excellent standing among railroad men and all the people of Terre Haute. L. M. Harris, the present train-master, will take the conductorship of a passenger train.—*Indianapolis Journal*.

Brother Howard is a member of Div. No. 10, Y.M.B.A., Terre Haute, Ind. We wish him abundant success in his new position, and feel satisfied that his abilities as a railroader will in time put him still further to the front.

ARE YOU GOING TO NEW ORLEANS OR FLORIDA?

If so, you can go via the Monon Route via Louisville or Cincinnati, and see the Mammoth Cave, Nashville, Blount Springs, Birmingham, Montgomery, Mobile, and the Gulf coast for the same money that will take you through the dreary, uninhabited Mississippi swamps; we are confident you cannot select a line to the South enjoying half the advantages that are possessed by the Monon Route and its Southern connections.

No one should think of going South without visiting Mammoth Cave, the great natural wonder of the continent. So much has been written of this world-famous wonder, that it is impossible to say anything new in regard to it — it cannot be described; its caverns must be explored, its darkness felt, its beauties seen, to be appreciated or realized. It is the greatest natural curiosity — Niagara not excepted — and he whose expectations are not satisfied by its marvelous avenues, domes and starry grottos, must either be a fool or a demi-god. From Mobile to New Orleans (141 miles) the ride along the Gulf coast is alone worth the entire cost of the whole trip. In full sight of the Gulf all the way, past Ocean Springs, Mississippi City, Pass Christian, Bay St. Louis, and Beauvoir, the home of Jeff Davis.

When you decide to go South make up your mind to travel over the line that passes through the best country and gives you the best places to stop over. This is, emphatically, the Monon Route, in connection with the Louisville and Nashville and the Cincinnati and Southern railways. Pullman palace sleepers, palace coaches, double daily trains. The best to Cincinnati, Louisville, New Orleans or Florida. For full information, descriptive books, pamphlets, etc., address any Agent of the Company, or Robt. Emmett, District Passenger Agent, No. 26 South Illinois Street, Indianapolis, Ind.

ELECTIONS.

DANVILLE, Sept. 15, 1885:

EDITOR MONTHLY:—Danville Division No. 118 held a special meeting on Sunday, Sept. 13, at 4 o'clock, P. M., for the election and installation of officers.

M. Kent was re-elected C. C.; E. S. Davis was elected A. C. C.; O. L. Peterson, S. and T.; W. H. Fortner, S. C.; H. W. Ballow, J. C.; A. J. Hume, I. S.; F. Rohour, O. S.; Wm. J. Strang, Delegate.

We have gained five members since last election, and nine in the insurance, and have more to come in soon.

My address will not be changed. O. L. Peterson, Box 841, Danville, will be our Secretary's address.

Respectfully yours, in P. F.,

M. KENT, C. C.

PUEBLO STATION, Colo., Sept. 14th, 1885.

EDITOR MONTHLY:—At a special meeting of Division No. 36, held Sunday eve, Sept. 13th, the following officers were elected and installed: C. C., A. K. Waddell; A. C. C., J. L. Rathbun; Sec. and Treas., Henry F. Bartlett; S. C., — Swinehart; J. C., J. Smith; I. S., R. W. Ganniss; O. S., E. J. Burns. L. German, Delegate to Grand Division; J. A. Courter, Alternate.

Please address Brother Waddell's communications to South Pueblo, Colo.

HENRY W. BARTLETT, Sec. and Treas.

DENVER, Colo., Sept. 4th, 1885.

EDITOR MONTHLY:—Division No. 44 elected the following officers yesterday for the ensuing year: S. A. Rathbun, C. C.; G. M. Shute, A. C. C.; E. J. Stout, S. and T.; A. Wilder, S. C.; F. W. Nance, J. C.; J. C. Carney, I. S.; C. C. Graves, O. S.; A. Wilder, Delegate; J. C. Carney, Alternate.

Yours, in P. F.,

A. WILDER.

BUFFALO, Sept. 15, 1885.

EDITOR MONTHLY:—Buffalo Division No. 2 held their election last night, Monday, Sept. 14, and elected the following officers: C. K. Cross, C. C.; J. R. Jackman, A. C. C.; W. J. Jackman, S. and T.; A. A. Love, S. C.; P. Mulhern, J. C.; J. C. Space, I. S.; James Jones, O. S.; E. J. Richmond, Delegate; C. K. Cross, Alternate.

Will give you report after our next meeting.

Yours, in P. F.,

W. J. JACKMAN, Sec. and Treas.

ST. LOUIS, Mo., Sept. 16th, 1885.

EDITOR MONTHLY:—A special meeting of Div. No. 3 was called after regular meeting closed, 13th inst., for the purpose of electing officers for ensuing year, resulting in the election the following officers, viz: M. F. Compton, C. C.; W. F. Lewis, Ass't C. C.; A. V. Schimmerhorn, S. & T.; J. B. Nitchman, Sr. C.; Wm. M. Wheeler, Jr. C.; G. B. Buffington, I. S.; Pearl Nickell, O. S.; L. P. Martin, Delegate to Grand Division; M. F. Compton, alternate Delegate to Grand Division; M. F. Compton, Correspondent for Journal. Address all communications for Sec. and Treas. to me until next regular meeting. I remain, Yours in P. F.,

M. F. COMPTON.

MATTOON, ILL., Sept. 17th, 1885.

EDITOR MONTHLY:—At a special meeting of Mattoon Div. 101, Sunday, Sept. 13th, called for the purpose of electing officers for the ensuing year, the following were elected: J. H. McClintock, C. C.; J. W. Morris, Ass't C. C.; C. S. McKee, S. & T.; J. W. Hancock, Sr. C.; Wm. M. Page, Jr. C.; Thos. Lawlor, I. S.; M. T. Gilligan, O. S.; M. R. Mansfield, Delegate to Grand Division. Hoping that our humble efforts will prove successful in enhancing the standing and prospects of the Order in our territory, I remain,

Truly yours in P. F.,

C. S. MCKEE, S. & S.

SOUTH QUEBEC, Sept. 16th, 1885.

EDITOR MONTHLY:—Division 88 held election of officers last Sunday, the 13th inst., the following officers were elected, viz: L. H. Leresseur, C. C.; B. Walker, Ass't C. C.; A. Moreau, S. & T.; F. Dum—, S. C.; M. T. Marchessault, J. C.; A. Bonchard, I. S.; G. Maxwell, O. S.

BOSTON, MASS., Sept. 17th, 1885.

EDITOR MONTHLY:—Division No. 157 held a special meeting to-day with the following result: W. R. Mooney, C. C.; J. H. Macdonald, Ass't C. C.; C. F. Hammond, S. & T.; A. O. Brown, Sr. C.; T. H. Hinbze, Jr. C.; W. O. Reed, I. S.; G. F. Towne, O. S.; C. F. Hammond, Delegate.

CARD OF THANKS.

The family of Timothy Stillman, Jr., lately deceased, at Meadville, and the relatives at Dunkirk, N. Y., desire to return thanks to neighbors and to those noble-hearted conductors of the N. Y., P. and O. R. R., who exhibited such kind attention and gave such liberal aid during and since his illness.

For this noble generosity and brotherly kindness which prompted so many of them as could be spared from their duties to accompany his remains to Dunkirk, and with appropriate ceremonies peculiar to the Order of Railway Conductors, saw them deposited in their final resting place; and for the many kindnesses shown to the family since their return to their now desolate home. These friends will always be remembered by all of the friends with deep, heartfelt, grateful thanks. — *Dunkirk Tribune.*

DELEGATES.

The following are the delegates to the Grand Division so far as reported:

Division	No.	2, E. J. Richmond.	Division	No.	78, F. E. Johnson.
"	"	4, R. S. McMurray.	"	"	73, Thos. S. Adams.
"	"	6, A. S. Parker.	"	"	80, W. S. Hemperley.
"	"	8, G. H. Brown.	"	"	81, C. C. Parker.
"	"	9, C. A. Burr.	"	"	86, Wm. Manley.
"	"	12, P. F. Duffy.	"	"	89, S. F. Randall.
"	"	14, F. A. Bunnell.	"	"	90, Harry Priest.
"	"	15, Wm. Lewis.	"	"	91, W. O. Mohler.
"	"	18, M. E. Seabee.	"	"	96, F. H. Reese.
"	"	20, M. N. Hyde.	"	"	99, A. W. Glenn.
"	"	21, Allen Potter.	"	"	105, R. E. Harris.
"	"	22, G. B. Phelps.	"	"	109, L. McBane.
"	"	24, F. W. Flint.	"	"	112, J. L. Davis.
"	"	29, A. Chapman.	"	"	118, Wm. J. Strang.
"	"	30, G. B. Smith.	"	"	124, D. W. Babcock.
"	"	31, Sam'l Phipps.	"	"	125, Albert H. Cutter.
"	"	32, C. W. Evarts.	"	"	129, J. B. Howe.
"	"	35, W. L. Park.	"	"	135, R. C. Cowardin.
"	"	39, Wm. Arnold.	"	"	138, C. N. Bell.
"	"	40, R. L. Willard.	"	"	141, T. J. McDonald.
"	"	41, C. H. Wilkins.	"	"	142, L. C. Kelley.
"	"	44, Asa Wilder.	"	"	143, H. T. Albright.
"	"	45, Frank Vincent,	"	"	146, L. P. Allen.
"	"	46, A. Vannaman.	"	"	148, Thos. M. Mitchell.
"	"	51, B. F. Caperton.	"	"	150, T. H. Parker.
"	"	52, Ira B. Cole.	"	"	151, A. R. Whaley.
"	"	53, A. B. Garretson.	"	"	155, W. P. Worden.
"	"	55, E. P. Sullivan.	"	"	156, John B. Kirkbride.
"	"	56, Chas. Dillon.	"	"	157, C. F. Hammond.
"	"	59, John B. Powell.	"	"	158, H. H. Moran.
"	"	60, W. J. Cornelius.	"	"	160, Joseph Winder.
"	"	61, F. R. Tripp.	"	"	167, D. G. Eggleston.
"	"	63, W. P. Hancock.	"	"	174, J. W. Burley.
"	"	70, Fenimore Sitts.	"	"	181, John Kopp.
"	"	72, T. R. Sloan.	"	"	184, C. E. Pugh.

We sincerely hope there will not be a blank on the roll.

OFFICIAL.

CIRCULAR NO. 11.

OFFICE OF GRAND SECRETARY, Sept. , 1885.

BROTHERS—The following are reported:

RE-INSTATED.

By Division No 42, July 5th, C. E. Nicholson.
 “ “ 42, Aug. 2d, C. C. Parker.
 “ “ 42, Aug. 16th, T. P. Kelley.
 “ “ 36, Aug. 28th, J. W. Griner.
 “ “ 45, Sept. 6th, J. C. White.
 “ “ 87, Sept. 13th, D. Donahue.

SUSPENDED.

“ “ 95, Aug. 18th, V. M. Chesbro.
 “ “ 18, Aug. 23d, G. G. Ackerson.
 “ “ 128, Aug. 25th, B. F. Fuller.
 “ “ 69, Aug. 28th, M. H. Harrigan, W. J. Bigelow, C. Coryell,
 A. G. Dugan, W. R. Worth.
 “ “ 87, Sept. 13th, T. H. Oldham, John Lyons.
 “ “ 80, Aug. 23d, Kirk Jacobs, John Lemmons, S. H. Charles,
 J. G. Mellinger, J. A. Stewart, Joseph Van Ormer.
 “ “ 59, Sept. 17th, Geo. Underwood.
 “ “ 3, Sept. 16th, C. C. Whittaker, Frank Mather, Geo. H.
 Kelley, Thos. Riley, B. F. Myers.

All for non-payment of dues.

EXPELLED.

By Division No. 85, Sept. 6th, Geo. C. Rainey, for unbecoming conduct.
 “ “ 138, Sept. 13th, A. B. Herrick, for drunkenness.
 “ “ 95, Aug. 18th, T. O'Connor, for selling liquor.
 “ “ 69, Aug. 28th, A. A. Howard, “ “
 “ “ 69, Aug. 28th, S. S. Gillespie, “ “
 “ “ 69, Aug. 28th, John Denair, “ “

Division Card No. 6971, issued June 2d to E. J. Layman, of Henwood Div. 74, has been stolen.

Division Card No. 6517, issued April 30th to Benjamin F. Nichols, of Hollingsworth Div. 100, has been stolen.

Division Card No. 6653, issued May 12th to H. S. Arnold, of Kaw Valley Div. 55, has been lost or stolen.

If either of the above cards are presented, please retain and return to me.

Notice of assessments, Nos. 44 and 45, account of benefits Nos. 42 and 43, \$2,000 each paid to Geo. W. Traver and Mrs. Laura T. Sholes, was issued Sept. 20th. Members of insurance please take notice, and secretaries please notify. Insurance table omitted for want of space.

Yours truly, in P. F.,

WM. P. DANIELS, Grand Secretary.

The Railway Conductors'

❧ MONTHLY. ❧

Volume II.

CEDAR RAPIDS, IOWA, NOVEMBER 1, 1885.

No. II

VOICES ON THE TRAIN.

Written for the MONTHLY.

As I pass through the train on duty intent,
Scanning faces and tickets minutely,
Each face ratifies, by common consent,
The voice that is heard quite acutely.

Each countenance says, unmistakably clear,
Whatever the name or condition,
"Individual traits in each one will appear
When masks are out of position."

The face of the judge, with look so benign,
Says clearly, to those who may heed it,
"Many weak mortals I have to consign
To the care of the law when they need it."

The lawyer near by looks at him askance,
With features in natural play,
Which plainly voice, "give each one a chance,
Provided for chances they pay."

Next is the sheriff, with prisoner caught,
In whose face very plainly I read,
"Judges and lawyers are frequently sought,
But without me they cannot proceed."

The prisoner sitting, handcuffed or tied,
Reading thoughts from the other three,
Says, "While your conclusions are not denied,
What could you do without me?"

RAILWAY CONDUCTORS' MONTHLY.

A bridegroom, with pretty and self-conscious bride,
 Beams forth, "I'm a new married man,
 Behold this lady, who is my pride,
 Her equal produce if you can."

While the bride nestles closer as mile after mile
 Is passed, and the journey grows tiring,
 Old travelers comprehendingly smile,
 As her face says, "he's worth admiring."

A lady in black, with two children near,
 Speaks sadly, while stifling a moan,
 "Our lives are darkened since one to us dear
 We have buried, and now we're alone."

The man with the mourning hat, over the way,
 Whose wife, alive, was his terror,
 His smiling face seems plainly to say,
 "Marriage, not death, was an error."

A very old patriarch sitting near by
 These people, who thus meditated,
 Remarked of mankind, a good reason why
 So plainly each one their case stated.

"The thought of the brain and mask of the face
 While lightly employed may be mated,
 If earnestly working, thought 'puts the case,'
 Then the mask is soon dissipated." S. E. F.

—A tall, lank man boarded an out-going western train near the stock-yards. He looked like a farmer, and there was an odor of cattle cars about his clothes. He walked through the car and looked all about for a seat, but nobody stirred to make room for him. A drummer was spread over two seats and a woman with her two children over three. Several men occupied a whole seat apiece. The tall, lank man gazed up and down the car a moment and then exclaimed: "Well, by gosh, I cum up to Chicago with a load 'o hogs, but I'll be darned if I thought I'd have ter ride home with a load to."
 —*Chicago Herald.*

THE QUEENLY POWER OF WOMAN.

For the MONTHLY.

We cannot determine what the queenly power of woman should be till we are agreed what their ordinary power should be. We cannot consider how education may fit them for any widely extended duty till we are agreed what is their true constant duty. And there never was a time when milder words were spoken, or more vain imaginations permitted respecting this question, quite vital to all social happiness. The relations of the womanly to the manly nature, their different capacities of intellect or virtue, seem never to have been yet measured with entire consent. We hear of the mission and the rights of woman as if these could ever be separated from the mission and rights of man, as if she and her lord were creatures of independent kind and of irreconcilable claim. This at least is wrong. And not less wrong, perhaps even more foolishly wrong ; I will anticipate this—for what I hope to prove is the idea that woman is only the shadow and attendant image of her lord, owing him a thoughtless and servile obedience, and supported altogether in her weakness by the pre-eminence of his fortitude. This, I say, is the most foolish of all errors respecting her who was made to be the helpmate of man. As if he could be helped effectively by a shadow or worthily by a slave ! Let us try then, whether we can not get some clear and harmonious idea—it must be harmonious it is true—of what womanly mind and virtue are in power and office with regard to man, and how their relations, rightly accepted, aid and increase the vigor and authority of both. Note broadly in the outset, Shakespeare has no heroes, he has only heroines. There is not one entirely heroic figure in all his plays, except the slight sketch of Henry the Fifth, exaggerated for the purpose of the stage, and the slighter Valentine in the *Two Gentlemen of Verona*. In his labored and perfect plays you have no hero. Othello would have been one if his simplicity had not been so great as to leave him the prey of every base practice around him, but he is the only example even approximating to the heroic type. Coriolanus, Cæsar, Antony, stand in flawed strength and fall by their vanities ; Hamlet is indolent and drowsily speculative ; Romeo an impatient boy ; the Merchant of Venice languishingly submissive to adverse fortune ; Kent, in *King Lear*, is entirely noble at heart, but too rough and unpolished to be of true use at the critical time, and he sinks into the office of a servant only ; Orlando, no less noble, is yet the despairing toy of chance, followed, comforted, saved by Rosalind. Whereas, there is hardly a play that has not a perfect woman in it. Steadfast in grave hope and errorless

purpose. Cordelia, Desdemona, Isabella, Hermione, Imogene, Queen Katherine, Perdita, Sylvia, Vida, Rosalind, Helena, and last and perhaps loveliest, Virgilia, are all faultless, conceived in the highest heroic type of humanity. Then observe, the catastrophe of every play is caused always by the folly or fault of a man, the redemption, if there be any, is by the wisdom and virtue of a woman, and failing, that there is none. The catastrophe of King Lear is owing to his own want of judgment, his impatient vanity, his misunderstanding of his children, the virtue of his one true daughter would have saved him from all the miseries of the others unless he had cast her away from him ; as it is, she all but saves him. Further on, and all the principal figures of Shakespeare's plays, there is only one weak woman—Ophelia—and it is because she fails Hamlet at the critical moment, and is not and can not in her nature be a guide to him when he needs her most, that all the bitter catastrophe follow. Though there are three wicked women among the principal figures—Lady Macbeth, Regan and Goneril—they are felt at once to be frightful exceptions to the ordinary law of life, fated in their influence also, in proportion to the power for good which they have forsaken. Such, in broad light is Shakespeare's testimony to the position and character of woman in human life. He represents them as infallibly faithful and wise councillors, incorruptibly just and pure examples, strong always to sanctity, even when they cannot save. So that in all cases with Scott, as with Shakespeare, it is the woman watches over, teaches and guides the youth ; it is never, by any chance, the youth who watches over or educates the mistress.

Next take, though more briefly, graver and deeper testimony, that of the great Italians and Greeks. You know well the plan of Dante's great poem—that it is a love poem to his dead lady—a song of praise for her watch over his soul. Stooping only to pity, never to love, she saves him from destruction. He is going eternally astray in despair. She comes down from heaven to his help, and throughout the ascents of paradise is his teacher, interpreting for him the most difficult truths, divine and human, and leading him with rebuke upon rebuke from star to star.

Now I could multiply witness upon witness of this kind for you if I had time. I would take Chaucer and show you why he wrote a legend to good women, but no legend to good men. I would take Spencer and show you how all his fairy knights are sometimes deceived and sometimes vanquished, but the soul of Una is never darkened, and the spear of Britomart is never broken. Nay, I could go back into the mythical teachings of the

most ancient times and show you how the great people—by one of whose princesses it was appointed that the lawgiver of all the earth should be educated, rather than by his own kindred—how that great Egyptian people, wisest then of nations, gave to their spirit of wisdom the form of a woman, and into her hand for a symbol the weaver's shuttle, and how the name and form of that spirit, adopted, believed and obeyed by the Greeks, became that Athena of the divine helm and cloudy shield to whose faith you owe, down to this date, whatever you hold most precious in art, in literature, or in types of national virtue. But I will not wander into the distant and mythical element. I will only ask you to give its legitimate value to the testimony of those great poets and men of the world—consistent as you see it is on this head. In all christian ages which have been remarkable for their purity or progress, there has been absolute yielding of obedient devotion, by the lover to his mistress. I say obedient, not merely enthusiastic and worshipping in imagination, but entirely subject, receiving from the beloved woman, however young, not only the encouragement, the praise, and the reward of toil, but so far as any chance is open, or any question difficult of decision, the direction of all toil. That chivalry to the abuse and dishonor of which are attributable primarily to whatever is cruel in war, unjust in peace, or corrupt and ignoble in domestic relations, and to the original purity and power of which we owe alike the defense of faith, of law, and of love. That chivalry, in its very first conception of honorable life, assumes the subjection of the young knight to the command—should it even be the command in caprice—of his lady. This much, then, respecting the relations of lovers, I believe, you will accept. But how, you will ask, is the idea of this guiding function of the woman reconcilable with a true wifely subjection? Simply that it is a guiding, not a determining function. Let me try to show you, briefly, how those powers seem to be rightly distinguished. We are foolish, and without excess foolish, in speaking of the “superiority” of one to the other, as if they could be compared in similar things. Each has what the other has not, each completes the other, and is completed by the other; they are in nothing alike and the happiness and perfection of both depends on each asking and receiving from the other what the other can only give. Now their separate characters are briefly these: The man's power is, active, progressive, defensive. He is eminently the doer, the creator, the discoverer, the defender. His intellect is for speculation, and invention, his energy for adventure, for war, and for conquest wherever war is just, wherever conquest is necessary. But the

woman's power is for rule, not for battle, and her intellect is not for invention or creation, but for sweet ordering, arrangement and decision. She sees the quality of things, their claims and their places. Her great function is praise. She enters into no contest, but infallibly judges the crown of conquest, by her office and place. She is protected from all danger and temptation. The man in his rough work in the open world must encounter all peril and trial, to him therefore the failure, the offense, the inevitable error, often he must be wounded or subdued, often misled and always hardened. But he guards the woman from all this within his house, as ruled by her, unless she herself has sought it, need fear no danger, no temptation; no cause of error or offence. This is the true nature of home—it is the place of peace, the shelter not only from all injury, but from all terror, doubt and division. In so far as it is not this, it is not home. So far as the anxieties of the outer life penetrate into it and the inconsistently minded, unknown, unloved, or hostile society of the outer world is allowed by either husband or wife to cross the threshold, it ceases to be home; it is then only a part of that outer world which you have roofed over and lighted a fire in. But so far as it is a sacred place, a vested temple, a temple of the hearth, watched over by household gods, before whose faces none may come but those whom they can receive with love. So far as it is this, and roof and fire are types only of a nobler shade and light—shade of the rock in a weary land, and light as of the pharos in the stormy sea—so far it vindicates the name and fulfills the praise of home. And wherever a true wife comes, this home is always round her. The stars only may be over her head, the glow-worm in the night, cold grass may be the only fire at her feet, but home is yet wherever she is, and for a noble woman it stretches far around her, better than ceiled with cedar, or painted with vermillion, shedding its quiet light far, for those who else were homeless. This, then, I believe to be—will you not admit it to be?—the woman's true place and power. But do you not see that to fulfill this she must, as far as one can use such terms of a human creature, be incapable of error? So far as she rules all must be right or nothing is. She must be enduringly, incorruptibly good, instinctively, infallibly wise—wise not for self-development, but for self-renunciation; wise, not that she may set herself above her husband, but that she may never fall from his side; wise, not with the narrowness of insolent and loveless pride, but with the passionate gentleness of an infinitely applicable modesty of service—the true changefulness of woman.

A MODERN SERMON.

(From an English Paper.)

ILLUSTRATING THE METHOD UPON WHICH SOME PARSONS CONSTRUCT THEIR DISCOURSES.

“Brethren, the words of my text are :

“Old Mother Hubbard, she went to the cupboard,
To get her poor dog a bone ;
But when she got there, the cupboard was bare,
And so the poor dog had none.”

“These beautiful words, dear friends, carry with them a solemn lesson I propose this evening to analyze their meaning, and to attempt to apply it, lofty as it may be, to our every-day life.

“Old Mother Hubbard, she went to the cupboard,
To get her poor dog a bone.”

“Mother Hubbard, you see, was old ; there being no mention of others, we may presume she was alone ; a widow—a friendless, old, solitary widow. Yet did she despair? Did she sit down and weep, or read a novel or wring her hands? No! she went to the cupboard. And here observe that she went to the cupboard. She did not hop, or skip, or run, or jump, or use any other peripatetic artifice; she solely and merely went to the cupboard.

“We have seen that she was old and lonely, and we now further see that she was poor. For, mark, the words are ‘the cupboard,’ not ‘one of the cupboards,’ or the ‘right-hand cupboard,’ or the ‘left-hand cupboard,’ or the one above, or the one below, or the one under the stair, but just the cupboard,—the one little humble cupboard the poor widow possessed. And why did she go to the cupboard? Was it to bring forth golden goblets, or glittering precious, or costly apparel, or feasts, or any other attributes of wealth? It was to get her poor dog a bone! Not only was the widow poor, but her dog—the sole prop of her age—was poor too. We can imagine the scene. The poor dog crouching in the corner, looking wistfully at the solitary cupboard, and the widow going to that cupboard—in hope, in expectation may be—to open it, although we are not distinctly told that it was not half open or ajar—to open it for the dog.

“But when she got there, the cupboard was bare,
And so the poor dog had none.”

“‘When she got there!’ You see, dear brethren, what perseverance is.

You see the beauty of persisting in doing right. She got there. There were no turning and twistings, no slippings and sliding, no leaning to the right or faltering to the left. With glorious simplicity we are told she got there.

"And how was her noble effort rewarded?

"‘The cupboard was bare!’ It was bare. There were to be found neither oranges, nor cheesecakes, nor penny buns, nor gingerbread, nor crackers, nor nuts, nor lucifer matches. The cupboard was bare! There was but one, only one solitary cupboard in the whole of that cottage, and that one, the sole hope of the widow and the glorious load-star of the poor dog, was bare! Had there been a leg of mutton, a loin of lamb, a fillet of veal, even an ice from Gunter's, the case would have been different, the incident would have been otherwise. But it was bare, my brethren, bare as a bald head, bare as an infant horn without a caul!

"Many of you will probably say, with all the pride of worldly sophistry, ‘the widow, no doubt, went out and bought the dog a biscuit.’ Ah, no! Far removed from these earthly ideas, these mundane desires, poor Mother Hubbard, the widow, whom many thoughtless worldlings would despise, in that she only owned one cupboard, perceived—or I might even say saw—at once the relentless logic of the situation, and yielded to it with all the heroism of that nature which had enabled her without deviation to reach the barren cupboard. She did not attempt, like the stiff-necked scoffers of this generation, to war against the inevitable; she did not try, like the so-called men of science, to explain what she did not understand. She did nothing. The poor dog had none! And then at this point our information ceases. But do we not know sufficient? Are we not cognizant of enough?

"Would we dare to pierce the veil that shrouds the ulterior fate of Old Mother Hubbard, the poor dog, the cupboard, or the bone that was not there? Must we imagine her still standing at the open cupboard door, or depict to ourselves the dog still dropping his disappointed tail upon the floor—the sought-for bone still remaining somewhere else? Ah! no, my dear brethren, we are not permitted to attempt to read the future. Suffice it for us to glean from this beautiful story its many lessons; suffice it for us to apply them, to study them as far as in us lies, and bearing in mind the natural frailty of our nature; to avoid being widows; to shun the patronymic of Hubbard; to have, if our means afford it, more than one cupboard in the house, and to keep stores in them all. And oh! dear friends keeping in recollection what we have learned this day, let us avoid keeping dogs that are fond of bones. But, brethren, if we do—if faith has ordained that we should do any

of these things—let us then go, as Mother Hubbard did, straight, without curveting or prancing, to our cupboard, empty though it be—let us, like her, accept the inevitable with calm steadfastness; and should we, like her, ever be left with a hungry dog and an empty cupboard, may future chroniclers be able to write also of us, in the beautiful words of our text—

“ ‘And so the poor dog had none.’ ”

NO USE FOR JINERS.

She was forty-five years old, well-dressed, had black hair, rather thin and tinged with gray, and eyes in which gleamed the fires of a determination not easily balked. She walked into the mayor's office and requested a private interview, and having obtained it, and satisfied herself that the law students were not listening at the keyhole, said slowly, solemnly and impressively:

“ I want a divorce.”

“ What for? I supposed you had one of the best of husbands,” said the mayor.

“ I s'pose that's what everybody thinks; but if they knew what I have suffered in ten years, they'd wonder I hadn't scalded him long ago. I ought to, but for the sake of the young ones I've borne it and said nothing. I've told him though, what he might depend on, and now the time's come; I won't stand it, young ones or no young ones. I'll have a divorce, and if the neighbors want to blab themselves hoarse, they can, for I won't stand it another day.”

“ But what's the matter? Don't your husband provide for you? Don't he treat you kindly?” pursued the mayor.

“ We've got victuals enough, and I don't know but he's true and kind as men in general, and he's never knocked any of us down. I wish he had; then I'd get him into jail and know where he was of nights,” retorted the woman.

“ Then what is your complaint against him?”

“ Well, if you must know, he's one of the plaguey jiners.”

“ A what?”

“ A jiner—one of them pesky fools that's always jining something. There's nothing come's along that's dark and sly and hidden, but he jines it. If anybody should get up a society to burn his house down he'd jine it as soon as could get in; and if he had to pay for it he'd go all the sooner. We

hadn't been married mor'n two months before he jined the Know Nothin's. We lived on a farm then, and every Saturday night he'd come tearing in before supper, grab a fistful of cakes, and go off knawing them, and that's the last I see of him till morning. And every other night he roll and tumble in his bed and holler in his sleep, 'Put none but Americans on guard—George Washington;' and rainy days he would go out in the corn barn and jab at a picture of King George with an old bayonet that was there. I ought to put my foot down then, but he fooled me so that I let him go on and encouraged him in it."

"Then he jined the Masons. P'raps you know what they be, but I don't, 'cept they think they are the same kind of critters that built Solomon's temple; and all of the nonsense and gab about worshipful master, and square and compasses, and sich like, that we had in the house for the next six months, you never saw the beat. And he never outgrewed it, nuther. What do you think of a man, squire, that'll dress himself in a white apron about big enough for a monkey's bib, and go marching up and down and making motions and talking foolish lingo at a picture of George Washington in a green jacket and an apron covered over with eyes and columns and other queer pictures! Hain't he a looney-tick? Well, that's my Sam, and I've stood it as long as I'm goin' to."

"The next lunge the old fool made was into the Odd Fellows. I made it warm for him when he came home and told me he'd jined them, but he kinder pacified me by telling me they had a sort of branch show that took in women, and he'd get me in as soon as he found out how to do it. Well, one night he come home and said I'd been proposed and somebody black-balled me. Did it himself, of course. Didn't want me around knowing about his goings on. Of course he didn't, and I told him so."

"Then he jined the Sons of Malter. Didn't say nothing to me about it, but sneaked off one night, pretendin' he got to sit up with a sick Odd Fellow, and I never found it out, only he come home looking like a man who had been through a threshing machine, and I wouldn't do a thing for him until he owned up. And so it's gone from bad to wus, jining this and that and t'other, till he's worshipful minister of the Masons, and goodness of hope of the Odd Fellows, and swordswallower of the Finnegans, and grand mogul of the Sons of Indolence, and big Wizard of the Arabian Nights, and chief bulger of the Irish Mechanics, and double-barrelled dictator of Knights of the Brass Circles, and chief butler of the Celestial Cherubs, and puissant potentate of the Petrified Pollywogs, and goodness only knows what else. I've

borne it and borne it, hopin' he'd get 'em all jined afterwhile ; but 'taint no use, and when he'd got into a new one and had been made grand guide of the Nights of Horrors, I told him I'd quit, and I will."

Here the mayor interrupted, saying :

"Well, your husband is pretty well initiated, that's a fact; but the court will hardly call that a good cause for divorce. The most of the societies you mention are composed of honest men with excellent reputations. Many of them, though called lodges, are relief associations and mutual insurance companies, which, if your husband would die, would take care of you and would not see you suffer if you were sick."

"See me sufferin' when I'm sick ! Take care of me when he's dead ! Well, I guess not ; I can take care of myself when he's dead, and if I can't I can get another ! There's plenty of 'em ! If I want to be sick and suffer, it's none of their business, especially after all the suffering I've had when I ain't sick, because of their carryin's on. And you needn't try to make me believe it's all right. I know what it is to live with a man that jines so many lodges that he don't never lodge at home."

"Oh, that's harmless amusement," quietly remarked the mayor.

She looked him square in the eyes and said : "I believe you are a jiner yourself."

He admitted that he was to a certain extent, and she arose and said : "I would not have thought it. A man like you, chairman of a Sabbath school—it's enough to make a woman take pizen ! But I don't want anything of you. I want a lawyer that don't belong to nobody or nothin'." And she bolted out of the office to hunt up a man that wasn't jiner.—*Anonymous, in Cumnock's School Speaker.*

—"Have we reached the city limits yet?" inquired a passenger on an out-going Chicago, Burlington and Quincy train, as the cars sped along on the West Side. "Not yet," replied the brakeman. The passenger settled down into his seat, but in a few minutes started up with the inquiry : "Reached the limits yet?" "No." Again silence reigned, but in another minute he repeated his question, once more receiving the same reply. In about two minutes the brakeman came along and remarked : "We just passed the limits." "Rats !" shouted the passenger, sticking his head out the window ; "rats ! rats !" Then he went to the rear of the car and took up his station on the platform. "Rats !" he exclaimed again, waving his hand in the direction of the city. "I'm in a free country now, and here she goes. Rats !" —*Peck's Sun.*

THE G. AND THE P.

Written for the O. R. C. MONTHLY:

Once there came across the waters from proud old Briton's shore
The pride of the English sailors, Genesta the name she bore.
She came for a tilt with the Yankee fleet, forty miles down and up,
To see who could manage the sails the best and win the America's cup.

The first day set apart, although calm and fair, with sails set natty and
trimmed,
Yet one thing lacking, (or in a nautical sense) no one to furnish the wind.
A remarkable failure, every foreigner thinks, for in all matter however slack,
The Yankees always had plenty before, but here was a regular set back.

The river, the sound, and the bay, were all filled with vessels of queer design,
Not much in warfare fashion methinks, not even all standing in line.
But the gentleman's yacht and the fisherman's smack glided by with freedom
and ease,
And the young urchin would smile, as it looked for a while like a regular go
as you please.

Even the world was in waiting, as often before ; earth's humanity seeking a
place
Where the lightning cut short, by true genius and grit, to learn the events
of the race.
And each telegraph flash bore the tidings afar ; but, alas ! how stupid and
tame,
To hear the race was all over and neither had won ; only the wind was to
blame.

American talent missed it, by a lack of forethought, which is so often the
best.
Had the management been more American-like, consented to have had it
out West,
The crews of both ships might have slept all day and never a sail been
spread,
For a cyclone would carry them ever so far. No questions asked which was
ahead.

But the east is so Puritan like in its ways, even in matters of art and renown,
So another trial took place, one thing unforeseen, the yacht runs John Bull's
cutter down.

The committee cried foul, the fleet stand amazed, willingly granting the grace,
Only awaiting the Englishman's claim—"The Genesta has won the race."

But a world of good manners stood in waiting for them, they had counted
without their host,

As the owner took the situation all in—the captain and crew at their post.
'Tis an accident. It might happen to everyone. And from vessel to vessel
then ran

The cry of pride, as they saw at once they had met a true gentleman.

The Genesta's bowsprit made new again, the Puritan's canvass taut and true,
They waited for a favorable day, when, lo! what a scene appeared in view.
Sail boats and yachts, schooners and tugs, besides thousands of people on
shore,

As eager to see the international race as ever they were before.

Ah! the English cutter seemed a thing of air as it danced o'er wave and foam.
Many a Yankee exclaimed, as he drew a sigh, she will carry the old cup
home.

The outward journey filled the Englishman's heart with a secret pride, but,
alas!

When the stake was turned, both homeward bound, says the Puritan: "I
guess I'll pass."

The harbor, the bay, and the people, were full; the captain and his gallant
crew

Were cheered as never were cheers before. But what did the Englishmen do,
They re-echoed the sound with a three times cheer. Nobility shone brighter
that day

Than all the titles conferred at home or abroad on that gentleman over the
way.

He came not as a seaman. He loved the bonny ship. The pride of the en-
sign she bore.

She crossed the deep ocean with a purpose in view—had never been beaten
before.

The breezes will flutter the sails to and fro till her owner lands safely at
home,

And I would paint me a name on the mast over there, not the Queen's, but
the gentleman's own.

E. H. BELKNAP.

Ladies' Literature.

"HER NAME."

Then father took the Bible down
 And in his clear, old-fashioned hand,
 Upon its record pages brown
 He wrote the name as it should stand.

But protest came from all the rest
 At giving such a little fairy,
 The dearest, sweetest, and the best,
 That antiquated name to carry.

And aunts and second-cousins cry :
 "A name so worn and ordinary
 Could not be found if one should try,
 As that same appellation 'Mary.'"

And o'er and o'er again they laud
 Her yellow curls, her baby grace ;
 "Oh, call her 'Ethelind,' or 'Maud,'
 Or 'Christine' for her angel face."

"But time will change this golden fleece
 To match the eyes in dusky splendor ;
 Far better name her 'Beatrice,'
 Or 'Imogene,' serene and tender."

"Oh, name the child for Aunt Louisa,
 For she, good soul, is well-to-do,
 The compliment is sure to please her,
 And we can call her darling 'Lou.'"

Most prudent counsel, all too late !
 'Twixt Malachi's and Matthew's pages
 Appears, unchangeable as fate,
 The name beloved of all the ages.

The ancient gem, its purity
 Unspoiled shall grace our latest beauty,
 Sometime on dearer lips to be
 The synonym of love and duty.

And gracious womanhood adorn,
 However fortune's gifts may vary
 Till on a day like Easter Morn
 She hears the Master call her "Mary."

HOW WOMEN HAIL HORSE CARS.

Indianapolis Sentinel.

The different methods women employ to stop horse cars would make a very reliable index to their individual character. Attitude, gesture, facial expression, all are pronounced in action of this kind with most of them.

The severe, long-faced woman is at the corner while the car is yet afar off. She has a deep grounded belief that it will do its best to go by without taking her on, and that belief makes her as grimly watchful as a sentinel on duty. She raises her arm almost as soon as she can distinguish the figure of the driver, and, with her forefinger, takes deadly aim at his eyes. Her face is written all over with the workings of her mind, which at that moment are peculiarly determined and energetic. Plainer than words her countenance speaks. It says: "Pass me at your peril."

On some drivers, the new and nervous ones, this method of calling their attention has a shattering effect. But the old staggers mind it not. They pull up their horses without moving a muscle of their faces. The woman who commanded them to stop, so far as they are concerned, might be an angel or a demon.

The idea that a car will pass without stopping is latent in the majority of women's minds. This accounts for their extraordinary earnestness and energy in accosting it. This lack of confidence in horse car management has a cause for its existence, of course.

Women who make overmuch haste gesticulate with both arms, much as if they were signaling a locomotive to prevent destruction. Anxiety, even terror paint their faces with the colors of alarm. When the car does stop they are certain in their own minds that a single gesture less on their part would have failed to bring it to a halt. The fact that the driver is employed to stop for passengers is something they would scout as a wild and senseless assertion.

Very young and very pretty women, who have faith in the potency of their personal appearance, pose on the corner and merely incline their heads gracefully toward the driver, certain that he as well as all the world, is eager to serve them. They carry this atmosphere of self-satisfaction into the car, where it is felt by the severe and the nervous women who are already in. They sigh as they silently reflect that there are some disagreeable things for that young lady to find out later on.

The timid women, young or old, always has her heart in her mouth when she orders a car to stop. She feels that she is asserting herself beyond

the usual bounds and that thought makes her uncomfortable. Timid persons are prone to self-consciousness, and for the life of her the timid woman can't rid her mind of the belief that everybody is looking at her because she is so self-assertive.

The very stout woman has the worst time of all. She is not constructed for exertion of that kind, and as her movements are of necessity slow, and the driver always affects haste and makes her feel his impatience, she is apt to get aboard a little out of temper.

The theatrical woman—especially the beginner, who moves and has her being with imaginary foot-lights all around her—bids the car stop with a “Halt-there-slaves” gesture, which surprises even the horses.

The humble woman of the basket and bundle is sometimes pushing and sometimes hesitating. She knows by reason of her appendages she will be unwelcome to conductor and passengers, and the knowledge makes her shy or defiant, in proportion to the sweetness or bitterness of her nature.

If life was less desperate with street-car drivers they would see comedy lurking on every corner in the person of some woman.

GERTRUDE GARRISON.

CHIPS.

—Grained wood should be washed with cold tea.

—Allowing the “blues” to master you is a sure way of cutting life short.

—Mortar and paint can be removed from window glass with hot sharp vinegar.

—Ceilings that have been smoked with a kerosene light can be thoroughly cleaned with soda water.

—There is no disgrace in being poor. The thing is to keep quiet and not let your neighbor know it.

—Young ladies who are making crazy quilts should consult railroad authorities. They throw away thousands of old ties every year.

—Gilt frames can be cleaned by washing with a sponge wet with hot spirits of wine or oil of turpentine. Only enough moisture should be used to remove the blemishes, and it should then be allowed to dry without wiping.

WOMANLY SHREWDNESS.

It is no use denying the superiority of woman. Whenever a man gets up a shrewd scheme and makes it a success, all his fellow men applaud him, shake hands with him, pat him on the back and stand him drinks. There is a modesty about female ingenuity that prevents publicity and all its attendant kudos. There is a married lady in this town who would make a fortune either as an advance agent of a show, a partner in a bank or a manipulator on Pine street. The produce exchange should make her an honorary member, and if she were in Chicago she would be a grain queen or something like it. She was dabbling in stocks. For most men assessments are nightmares, but assessments have no terrors for your true woman. There came due a little matter of \$50 delinquent on a few shares she held. Her husband believed her pure and unspotted from the stock market. Indeed he thought she knew nothing about business at all. She was busted, had not a cent and dare not ask him for the money. She did not want to let the stock go.

As she sat demurely trimming a new hat one evening, with a purely domestic look of love in her pensive eyes, and her devoted husband sat in dressing gown and slippers reading opposite, a bright idea struck her. She arose early next morning and went down to a friend of hers. Her husband had a dog of which he thought the world. He would not lose that dog for anything. She took that dog with her. After she had paid her call she said :

"I wish you'd let me leave this dog here."

"Certainly."

"I'll send for him to-day if I get home in time, but, if you don't mind, would you tie him up in the yard."

"All right. With pleasure."

The dog was lost when the husband got home.

"My dog gone ! Somebody stolen him ! Great Scott ! What shall I do?"

"I suppose the simplest way would be to advertise a reward of \$50. That would fetch him," and the wife looked terribly distressed at her husband's anguish. Next morning's paper contained an advertisement, "\$50 for dog lost." At 11 o'clock a messenger boy appeared with the dog, got the \$50 and somehow or other the wife still owned the stock, assessment paid.

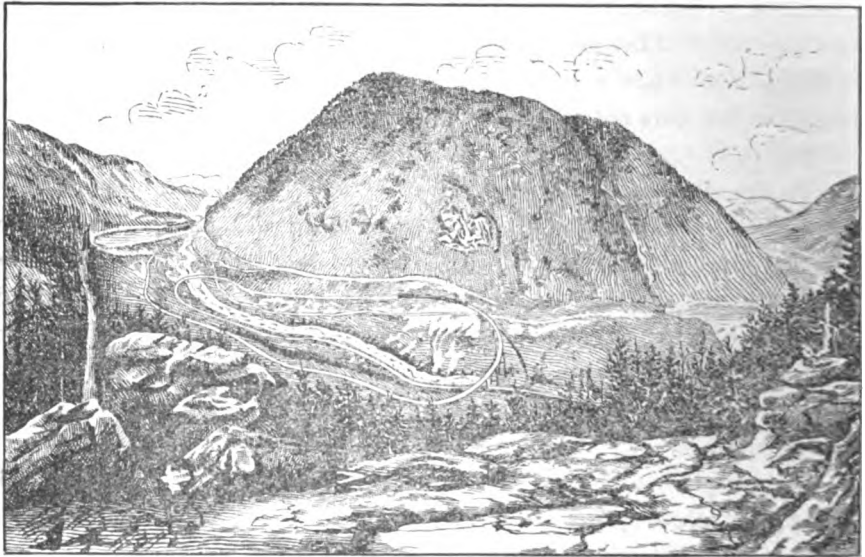
—*San Francisco Chronicle* "Undertones."

Fraternal.

GEORGETOWN, Colo., Sept. 8, 1885.

EDITOR MONTHLY—*Dear Sir* :—As I am here in this quiet city of over 4,000 inhabitants, and have been here for a month in search of health, I will try and tell you what one can see here in close proximity when in search of pleasure, and if you think anything I say is worthy the attention of the readers of our valued MONTHLY, I would be pleased to have you use it.

Georgetown is a neat and pretty city surrounded on three sides by high and lofty peaks, on some of which there can be seen snow to-day which fell a few days since. You can see on all sides and at all heights the opening to mines and the miners' cabins perched on the sides of the mountains at such an altitude that the mere thought of living in one of them is enough to make a "tenderfoot" shiver with fear. Mining is the chief industry here and gives employment to all who wish to work.



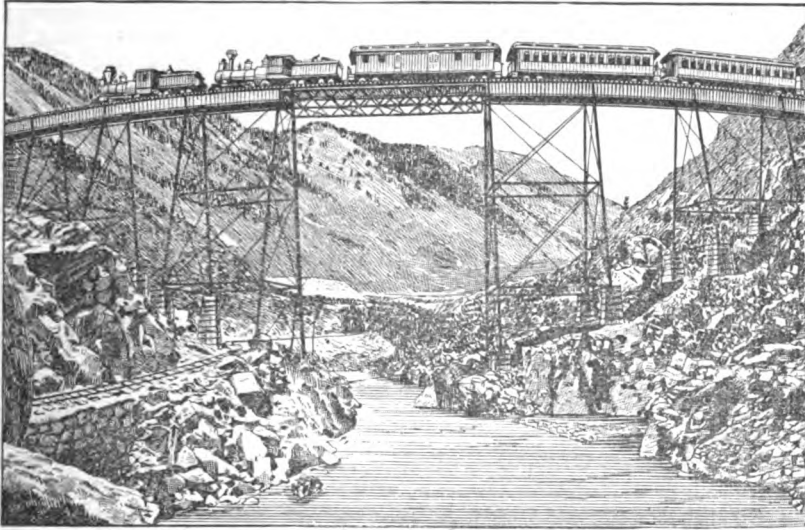
LOOP ON COLORADO CENTRAL RAILWAY.

The city is divided in two by Clear creek, that beautiful mountain stream which is always an object of beauty as it flows over boulders and through little level valleys on its way to the plains, through that wonder of wonders, the canon which is called Clear Creek canon.

Georgetown is fifty miles from Denver, and was the western terminus of the Colorado Central railroad till some time in 1884, when the road was completed to Graymont, within six miles of Gray's peak, one of the highest peaks in the range, its altitude being 14,440 feet, and the summit can be reached on horses or jacks by a trail which looks dangerous but is safe. The peak is fourteen miles from here and parties who wish to make the ascent go to Graymont by cars, and there will find a good hotel at which you

can get horses, jacks and guides, and in a few hours you will reach the summit, and from there the view is indescribable, and as it has been so often tried I will not attempt the task.

Green Lake is another marvel. It is two miles from Georgetown, and is reached by a safe and pleasant wagon road. It is a wonder! one of nature's marvels! Reader, imagine a lake on top of a high mountain peak, surrounded on all sides by still higher peaks and you will then have some idea of the location of this beautiful resort, for resort it is. There is hotel, swings, any number of boats, a dance hall, and all that goes to make a pleasant spot to pass a few days in when in search of pleasure. The water is clear and as you sit in your boat and look into the depths you can see the beautiful mountain trout swimming among large boulders and through the limbs of trees which stand upright in the bottom of the lake. The trees thus standing and the large boulders are the result of a land slide in the past. Imagine the top of a mountain covered to a great depth with water and then you can think of what one sees when gazing into the clear water

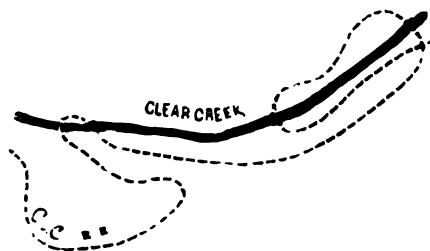


LOOP BRIDGE.

of this lake. The city derives its water supply from the lake and when the water reaches here its force is all that is required to run mills, quench fires, and in fact is one of the finest water powers in the world.

Bridal Veil falls and Devil's gate can be seen without any trouble or expense, for they are only a few minutes walk from any part of the city. The falls are, in winter a beautiful scene; they cover the sides of the mountain with ice, and it is seen in all its glory. The Devil's gate is a rocky cleft in the creek through which the water rushes through in great grandeur, and to this beautiful and wierd spot was given the name it bears. This is surmounted by a rustic bridge on which you can stand and gaze in awe, both at the falls the rushing waters of the creek, the lofty railroad bridge which spans the canon, the sides of the mountain dotted with mines, and, last, but not least, you have a full view of the city. It is a sight, once seen, always to be remembered with pleasure. But the crowning feature of this vicinity is the railroad from this city to Silver Plume, a distance of two and one-half

miles. To build this piece of road it took over four miles of track, and crosses the creek four times, crosses its own track once, winds around in an intricate manner, skirts the side of the mountain, and at Silver Plume is 600 feet higher than here. It is one of the most marvelous pieces of railway engineering in the world, and to this intricate piece of road is given the name of the "Iron Puzzle," but the railroad company call it the Georgetown loop, and it is like a figure 8 as near as I can describe it. The road on leaving here takes to the side of the mountain and completely skirts the city at such a height that you can sit in a coach and look down in wonder on the city; you then strike the creek, leave the creek for a mile, then cross the canon on a low bridge, run back toward the city on the opposite side of the mountain at a greater height than before, and again cross the canon on



a bridge 75 feet higher than the track beneath. You are now on the same side as when you started. You now go west again at a higher altitude than before. You now cross the creek twice and again come toward Georgetown till you are on top of a great fill, and when on this fill you make a sharp turn to the west and at last are on your way to Silver Plume, and you look back at the track and wonder how you got there.

For the draft of track and newspaper clipping with discription, I am indebted to the editors of the *Miner*, which is printed in this city. The photo will give a good idea of the track and bridge.

The Colorado Central railway is a narrow guage road and a branch of the Union Pacific. The company have an excursion every Sunday in Summer from Denver to Graymont, which is largely attended.

C. W. L.

The following is a clipping from the *Como Headlight*: "This morning Mr. A. Wilder, the railroad conductor who has been elected by the local order of Railway Conductors to act as delegate for that body at the forthcoming annual convention of the order to be held at Louisville, Ky., called upon Mayor Bates, in company with a number of other gentlemen, and suggested that his honor should extend an invitation to the Order of Railway conductors to hold their next convention in this city. Mr. Wilder said he would be the bearer of such an invitation and expressed himself as sanguine that the body of which he was a member would act favorably on the matter. The mayor has indicted the following letter which was handed to Conductor Wilder:

MAYOR'S OFFICE, DENVER, Col., Sept. 24, 1885.

To the Order of Railway Conductors, Assembled at Louisville, Ky.:

GENTLEMEN:—Through A. Wilder, Esq., a delegate to your 1885 convention, I extend the good wishes and kindly sentiments of the city of Denver. As the executive of the "City of the Plains" I cordially invite you to

made the city of Denver the spot for your reunion of 1886. Our central location upon the continent, our facilities to provide for the wants and comforts of your members, the hospitality of our citizens, and their cordial greetings to visitors, cause me to urge upon your body the advisability of letting this request meet with your approbation, and selecting the capital of the "Centennial state" as your next annual meeting place. I have the honor to be, with high esteem for your association and its objects, yours most respectfully,

J. E. BATES, Mayor of Denver, Col.

DENVER, Colo., Sept. 9, 1885.

EDITOR MONTHLY :—Denver Division No. 44, held a union meeting at their place of meeting, August 30, with sixty-five members of the Order present, representing eleven divisions, namely : Denver Division No. 44, Salida Division No. 132, Pueblo Division No. 36, Cincinnati Division No. 107, Boone (Iowa) Division No. 34, North Platte Division No. 35, Galion, (Ohio) Division No. 109, Cheyenne Division No. 128, Ogden Division No. 124, Dennison Division No. 53, Nickerson (Kansas) Division No. 65. The meeting was called to order at 9:30 a. m., with much interest manifested all through. At 1:30 p. m., the meeting adjourned for a recess, and was called to order at 3 p. m., with nearly all present that attended in the morning. Grand Chief of the Order C. S. Wheaton presided, and proved himself the right man in the right place. Mr. Wheaton is a man of more than ordinary talent, capable of filling any position that might be put upon him. The meeting closed at 6 p. m. with all feeling well pleased with the proceedings of the day.

Yours in P. F.

CORRESPONDENT.

MATTOON, Ill., 1885.

EDITOR MONTHLY :—"Not dead, but sleeping!" Probably this epitaph may seem more properly descriptive of our condition to the editor of our MONTHLY, and to those members of our fraternity who are wanderers from the fold; but such cannot be truthfully said of us as a division, although our unworthy correspondent certainly does not deserve the highest encomiums for enterprise and industry in his particular field; but this much let it be said, Division No. 101 is neither dead nor sleeping, but as full of life and vigor as ever, as can be testified by our constantly augmenting roll of members in both Order and Insurance. Not a few changes have been made of late in our ranks, as also in the lives of several of our worthy brothers. Brother Warren leaves us to join his destiny with the Rock Island people, surviving the change but two or three months, Brother Gilligan has lately returned to duty after an absence of several months at the bedside of a dying brother. Quite a number of our brothers have of late been taking unto themselves descendants of the "rib" that was purloined from Adam. First in the line comes our worthy chief, M. R. Mansfield, whose demoralizing example was rapidly followed by Brother McClintock, Brother Walters and Brother Hancock, while Brothers Fitzgerald and Morris, basely deserting the few sole relics of our beloved bachelorhood, got "done up in one round," and now the most cruel blow of all, our pet, the pride of our fast ageing eyes, has been taken from us, as the following note handed us by a brother doing passenger duty will explain; "On train No. 8, Aug. 4, the center of attraction between Conlogne and Carbon, were Conductor and Brother W. B. Wright ("Kid") and his bright attractive bride, who were united in the bonds of matrimony that morning at the home of the bride's parents. They

were on their way to their new home at Carbon Ind., where Brother W. officiates as yardmaster. May their path in life be strewn with roses." To this we will simply ejaculate, "Thy will be done." Brother Walters concluded to dispense with a honeymoon, but our officials thinking, we presume, that not quite a proper degree of respect to show the occasion, rusticated him seven days to reflect over mundane affairs generally, and the little "Dutch Clock" in particular. Brothers M. R. and J. W. Mansfield have both been promoted to passenger duty. The first named regular and the latter as an extra. We are called upon to chronicle the death of another of our brothers from the effects of a terrible accident, Brother P. J. McLaughlin while walking though the yard at this place between 4 and 5 o'clock on the morning of Sept. 4th, was knocked down and run over by a switch engine, causing injuries that resulted fatally in two hours. His untimely end is sincerely mourned by all. Fraternaly yours in P. F. "LENOX."

GARRET, IND., Sept. 14th, 1885,

EDITOR MONTHLY:—Bro. E. H. Belknap of Division No. 83, by direction of the Grand Chief Conductor, paid a visit to Britton Division No. 138. Bro. Belknap was accompanied by Bro. Smith of Division No. 83. Division met and was opened in due form at 10:30 o'clock, A. M., by Bro. E. H. Belknap presiding as C. C. Regular order of business having been transacted the Division was closed at 12:45 P. M. At 2 o'clock P. M. the Division met in special session for the purpose of electing and installing officers. Division called to order by E. H. Belknap. After the Secretary had read the call for the meeting the Chief Conductor appointed as tellers, Bros. U. E. Rice, F. H. Gilbert and Wm. Timkins. The following is a list of officers elected for ensuing year: C. N. Bell, C. C.; F. H. Duble, A. C. C.; N. W. Blackburn, S. & T.; J. P. Baily, S. C.; Wm. Brady, J. C.; Wm. Coble, J. S.; James Duncan, O. S.; C. N. Bell, Delegate to Grand Division and Correspondent; N. W. Blackburn, Insurance Agent. After the election Bro. C. C. appointed as marshal for installation, Bro. Smith of Division No. 83, and Bro. Belknap proceeded to install the officers elected. After which the Division was treated to some good advice and instruction by Bro. Belknap. Division then closed in due form, all feeling that the day had been well spent.

I forgot to state above that our worthy C. C. elect, Bro. C. N. Bell, is the honored Train Master of the B. & O. R. R., and one who is well liked by all the men under his charge. Although Bro. Bell is young in years he is very alert, both as to his duties to the R. R. Company and the welfare of the men under his charge, and all feel that he will yet make his mark with the R. R. Magnates of the country.

Yours in P. F.,

N. W. BLACKBURN, S. & T.

PROVIDENCE, R. I., 1885.

EDITOR MONTHLY:—Thinking that a word or two as to the standing and prosperity of Providence Division No. 151 might interest brothers of the Order. I will say that the division is slowly though surely growing. We now number twenty-six members, with the prospect of adding to our number this fall and winter. Our Order consists mostly of freight conductors, there being but ten passenger men. When asked by one of the Order to join in Providence, I hesitated, as one of the members of the Boston Division had been talking with me and I had nearly made up my mind to join there. My reason for not joining Providence Division was that I was afraid

that the Order would not be kept up to the standard. Since I joined at Providence I have been amply repaid, as the Order is progressing finely and the future looks very bright. We had a large attendance Sunday, it being a special meeting for choosing officers for the coming year. The Order met at 11 a. m., when the following officers were elected: George D. Wilber, C. C.; C. M. Cates, A. C. C.; Thomas Peckham, S. and T.; George Enhipper, Sr. C.; Wm. H. Henderson, Jr. C.; John T. Kiernan, I. S.; John Brown, O. S.; A. P. Whaley, delegate Grand Division; George Enhipper, alternate. If the officers of the coming year meet with the success of their predecessors, the road will be productive and success crown their efforts. After the meeting the brothers sat down to one of Brother Peckham's fine clam chowders, and everyone did the proper caper with credit to Brother Peckham. We meet the 2d and 4th Sundays in the month, and would be pleased to see any brother at our sessions.

Yours in P. F.

GEORGE ENHIPPER.

PHILADELPHIA, Sept. 7, 1885.

EDITOR MONTHLY:—I sit down once more to write a few lines for our worthy medium, through which I see the Order is still moving upward and onward, and that is the way I find division No. 162 working. On Sunday, Aug. 23d, we initiated nine in the first degree, and promoted seven in the second degree, the majority of which were railroad men. All laid down their money to go into the insurance at once, which is the proper spirit. I say have all the benefits, if you are going to have any, at once, for their is no telling when the Grand Chief Conductor of the Universe will give a sudden notice to be present at his special convention, when it will be too late to take any action for the benefit of wife and children or perhaps a widowed mother. Think you, brother, of the money you spend foolishly month after month and yet not insured. Make up your mind at once and swell the ranks and you will feel and say well and nobly spent was the money invested in the Order of Railway Conductors' insurance. Now a word about our excursion to Atlantic City August 19. We had a jolly time and I am only sorry there were not more visiting brothers on hand, but what there were said they never would forget that trip to Atlantic City. There were about seven brothers from Harrisburg belonging to Dauphin division 143—Brothers Hemperly, Graham, Poff, Weaver, Updegraph and Duncan. Brother Poff had a grip sachel which he claimed was full of that great curative agent called Sagwa, and, as it commenced to rain, and rain it did on our journey home, Brother Poff managed to sell out in his canvass of the train, and was ably assisted by Brothers Robertson and Graham. How long has Brother Poff been in the patent medicine business? I thought he was a railroad conductor. The conductor of the excursion train was our jolly Brother Mayhew, of Camden division No. 170, and I will assure you Brother Mayhew made it jolly for all hands, for it appeared as though he could not do enough. Many thanks to our worthy brother. The excursion was a financial success. The gold badge of the Order that was offered as a prize to the brother selling the highest number of tickets, was ably won by Brother Sturgeon, who sold \$80.50 worth, which was double the amount turned in by any other brother. That is about all at present. I hope to give something toward swelling the MONTHLY's subscription before a great while. In the meantime I remain yours in P. F.

W. J. MAXWELL,
Cor. Sec. West Philadelphia Div. 162.

with me in this pride, for remember we have 185 divisions in our organization, and it remains with you whether, at the close of our next fiscal year, our division will still be found marching at the head of our Order, as the banner division for membership harmony, and hard earnest workers, or through indifference, discord, and inattendance at our meetings, we are compelled to step aside, let the Order march past, hand the banner to a younger but more vigorous division, and take a position in the columns assigned to the divisions whose members always worked with the idea that some one else would attend to *this or that*. Bear in mind that every member is a figure in the sum of our success, and it remains entirely with ourselves, when we are adding up at the close of the next year, whether we shall count as factors or merely as cyphers. I trust that each of us will count as near *nine as we can*. And now I desire to express to you one and all my most sincere thanks for the support you have given me as your presiding officer during the year closing with this meeting. To the members, let me say, I cannot find language to express my thanks for your hearty co-operation, and I bespeak for our new officers the same assistance, for without it your officers cannot make the division a success, for every member is responsible to the extent of his membership, not only for the success of his own division, but of the Order. Ask yourselves, how have you discharged this responsibility? And now to my Brother Officers. Accept my heartfelt thanks for the aid you have given me in conducting the meetings of this division, and especially to those of you who have attended our meetings, I am indebted for the part you have taken in making our sessions interesting and profitable. Your officer can not make the division a success without the aid and regular attendance of the members at all the meetings. Therefore, it is incumbent on the officers to set an example by being present at *all meetings*, and to the officers and members of this division, those whose health permitted them to attend our meetings, those who have doubled their runs, those who have changed off, those who have dead-headed from the other end of the road, those who have laid off, and all others who have denied themselves time or pleasure, either upon the road or at home, or made any sacrifice whatever, to attend our meetings, I say to you, and to *you alone*, belongs the credit of having a successful division, and we extend to the other members of this division, members only by name, not by work, as they have not yet called upon us in our new hall, we give them a most cordial and brotherly invitation to visit us in our new home, as we are still holding our meetings every second and fourth Sunday in each month. And now, Brothers, in returning to you the charge confided to my keeping one year ago, as presiding officer of this division, believe me when I say I have endeavored to discharge my duty without fear or favor, looking only to the interest of the Order and this division. That there have been errors on my part, I have the courage to admit, but I assure you they are of the head and not the heart. Again, permit me to thank you, one and all, for the confidence, encouragement and aid you have given me during the past year, and it is my most earnest prayer that you may all be blessed with health, friends and prosperity in this life, and when the Grand Chief Conductor of the universe shall summon all his earthly divisions to assemble for final investigation, I trust that we, as members of the Order of Railway Conductors, will receive clear reports, and all meet again at the eternal Union meeting, sitting at the right hand of our Creator. Brothers, I thank you for your attention.

BROOKLYN, IOWA, Sept. 8, 1885.

EDITOR MONTHLY:—Not seeing anything from the pen of our worthy MONTHLY correspondent of Div. No. 106, I will again ask a little space in the MONTHLY to let the Order know that Rock Island Div. No. 106 is still alive and increasing in membership right along. At our last regular meeting we had two applications that were accepted, and more to follow of good men and true. We do not believe in growing like a mushroom in a day and then dying as quickly. We believe in building on a solid foundation, and to let the Order at large know that we have come to stay. At our regular meeting Sept. 6th, the division took occasion to present our worthy Secretary & Treasurer, D. C. Seavers, with a handsome easy chair, as a token of respect and esteem. The presentation was made in a very neat speech by Bro. C. Cross, and was responded to by Bro. Seavers in the best manner possible under the circumstances. It being a surprise to him, he was very much affected—so much so that he could hardly find words to express his feelings. It was made the occasion for a number of speeches, made for the good of the Order. The Brothers expressed themselves as highly gratified with our insurance, and hoped that every Brother of the Order, if he has no insurance, will avail himself of it, and in the future we will not be called on to help so many needy Brothers. Not that I am complaining, but I think it is the duty of every railroad man to carry an insurance. Hoping that every delegate to the Grand Division at Louisville will leave his fault-finding at home and go there prepared to make laws for the good of our noble Order, and not to find fault with the actions of our Grand Officers. As I understand it, the Grand Officers do not make laws—they execute them, as made by members. But enough of this. I would like to say one word for our MONTHLY. My family is anxious for the time to come around for the magazine to come, and I never stop until I read it through. But I will close for this time. I remain yours in P. F., A. M. CRANE.

CATAWISSA, PA., Sept. 21, 1885.

EDITOR MONTHLY:—Sunbury Div. No. 187 was organized on Sunday, Sept. 20, 1885, at Sunbury, Pa., by Bro. John W. Dent, special deputy, ably assisted by Bros. G. M. Mudgett, Peter Kinker, W. H. Berkheimer, F. W. Wagner, John J. Lewis, B. F. Ryan, James Rechel, L. C. Reifsnyder, and F. H. Kauffmann, all of Division No. 23. The following members of the new division were present and were instructed in the secret work by communication: George O. Sarvis, Charles Sarvis, Z. T. Moyer, Sylvester Glasy, A. J. Jones, Thomas S. McMahon, John H. Blain, Wm. E. Cornell, John W. Treadwell, John McDonald. Robert Kline was then initiated and promoted in regular form, after which the following officers were elected and installed: Charles Sarvis, C. C.; John W. Treadwell, A. C. C.; Thomas S. McMahon, S. & T.; Wm. E. Cornell, Sr. C.; A. J. Jones, Jr. C.; Sylvester Glasy, I. S.; John McDonald, O. S.; Thomas S. McMahon, Delegate; George O. Sarvis, Alternate. All the Brothers present took a lively interest in the work and the new division is composed of good material and I have no doubt but what they will make a good working division. We are under great obligations to Mr. J. H. Ohlhausen, Supt., Mr. D. C. Reinhart, Ass't Supt., and Mr. M. A. Bertolet, Gen'l Dispatcher, for arranging for special train for us, and leaving members off to attend the organizing of the new division. The new division will meet on the second and fourth Sunday of each month at 2 o'clock p. m. All of which is respectfully submitted for your approval.

JOHN W. DENT, Special Deputy.

KEYSER, W. Va., 1885.

EDITOR MONTHLY:—I am quite young in the Order of Railway Conductors but I am truly pleased with the Order, and think that every honest, sober and gentlemanly conductor in the land should be a member of the Order, and *none other*. Keep out the *black sheep*, and if they should get in turn them out; the sooner the better. Yes, and brand them so that they may be known by the herdsmen as well as the flock to which they feigned to belong. If they are not good enough for us to keep, let us mark them so others may not be deceived by them. I do not expect to be at the Grand Division, but I do hope that there will be some decided action taken on the black-list subject that will be permanent and lasting, so that those of our ranks that do not want their bad deeds shown up by the Order may retire and leave our Brotherhood in peace. Our army is getting quite large, and we must have discipline, and the sooner this is impressed upon the Order the better for all concerned. Do not think that I am trying to find fault with the Grand Officers, but rather some things that I have read in the MONTHLY which convinces me that there are those in our order that, should they have their way, would bring ruin and destruction upon the Order in less than one year. I was much surprised to hear one Brother say he thought the Order should have the right to *strike occasionally*. Just so, I might say, we should have the right to get drunk on duty, occasionally, but not so my Brothers; we have no such rights nor should we assume to have. I find that I am spinning out my letter too long, so I hope you will excuse these few rambling thoughts of mine. Yours in P.F., J. W. MATLICK, S. & T.

NASHVILLE, Sept. 21, 1885.

EDITOR MONTHLY:—According to instructions I left for Birmingham, Ala., Saturday, accompanied by Brother R. M. Green, of Rock City Division No. 135, arriving there early on the morning of the 20th, where I was met by Brothers J. H. Latimer, George Ferguson and Adams, of Atlanta Division No. 180; Brothers W. D. Brewster, W. C. Rabb, John Carpenter and Reasoner, of Montgomery Division, No. 98; and Brother B. McAllister, of Lookout Division No. 148. Promptly at 1 o'clock p. m. we repaired to the Masonic hall, where we found the charter members of the new division all ready. I immediately organized by communication, reserving one of the petitioners for initiation. Brother W. D. Brewster, of No. 98, acted as A. C. C., R. M. Green, No. 135, Sr. C., John Carpenter, of No. 98, Jr. C., J. H. Latimer, Sec. and Treas., Reasoner, of No. 98, I. S., George Ferguson, No. 180, O. S., all of whom I highly commend for the good work they did. After organizing and instituting the new division the following list of charter members and officers elected: J. F. Alexander, H. J. Crenshaw, W. D. Hester, J. M. Puck, Charles Flandens, R. G. Deterville, S. L. Linberry, C. F. Shumate, members. Officers elected: J. F. Alexander, C. C.; J. M. Puck, A. C. C.; H. J. Crenshaw, S. & T.; C. F. Shumate, Sr. C.; W. D. Hester, Jr. C.; S. L. Linberry, I. S.; R. G. Deterville, O. S.; C. F. Shumate, Delegate; H. J. Crenshaw, Alternate. The officers were installed according to rank; Bro. J. H. Latimer acting as installing officer. The division was christened Birmingham No. 186, and is, I think, a very appropriate name. I was surprised to find such a splendid place. It has a population of about ten thousand and is only ten years old. After the services were over we repaired to the Richards House and partook of elegant repast. I here return my sincere thanks to Bros. Brewster, Carpenter, Latimer, Green, Adams and Ferguson, P. A. Martin of No. 174, and Semphrey of No. 2, for their able assistance. Yours in P. F., ROBERT COWARDIN, Deputy.

The annual meeting of Kaw Valley Division No. 55, of the Order of Railway Conductors, was held yesterday afternoon at the headquarters of the organization, at No 511 Delaware Street. Over 100 railway conductors were present. Members of the Order from Winnipeg, Minneapolis, Roodhouse, Fort Scott, Emporia, Des Moines, St. Louis, Moberly, Hannibal, Sedalia, and other places were also in attendance. The following officers were elected for the ensuing year:

Edward Coman, western traveling agent of the Southern Kansas railway, chief conductor; James Dalton, assistant chief conductor; J. Hohl, secretary and treasurer; S. McGonegal, senior conductor; H. A. Messenger, junior conductor; C. T. Sykes, inside sentinel; Jerry Sullivan, outside sentinel; E. P. Sullivan, delegate to the Grand Division; J. M. Watson, alternate. The new officers were installed by John Mallory, past chief conductor of Nickerson Division No. 65, of Nickerson, Kas.

Mr. Edward Coman made his usual annual address, in which he said: "Brothers, we are again at the close of our fiscal year and the end of my second term of office as your chief conductor. The Grand Chief Conductor of the Universe has seen fit to call from our Division brothers Seymour, Avens, Hendricks and Sholes. Still we have many things to be thankful for. We have prospered far beyond the expectations of the most earnest worker, and we are to-day the largest association in the Order, although we organized a Division in Fort Scott, which took from our rolls sixteen brothers, we now have a membership of 213. Kaw Valley has done nobly during the past year, and we have kept pace with the Order in its general prosperity. Our new hall is fit for the largest Division in the Order, and our meetings have increased largely during the year. Still, my brothers, we have a large margin for improvement, and as your presiding officer I will call your attention to some points that will, in my opinion, contribute to keep Kaw Valley where she now is — at the head of the Order. With your co-operation and assistance, there is no reason why the largest cannot be made the best Division in the Order. Let every member be prompt and regular at all meetings. This is the most important step of all, for it is impossible for me to describe how a crowded division room stimulates the officers to discharge their duties."

The speaker gave a number of other valuable suggestions to the members present, and suggested changes in the by-laws, and the appointment of more officers to meet the requirements of the organization.

"I hope to see the time," continued the speaker, "when we, as a Division, shall own a suitable burial place where we can place those of our brothers who may be called to the heavenly depot, mourned for by the members of the Order only. During the year, through your direction, I have represented our Division at several union meetings — at Chicago, Roodhouse, Indianapolis, Keokuk, Des Moines and Decatur. We have 185 divisions in our organization, and it remains with you whether at the close of our next fiscal year our Division shall still be found at the head of our Order. To the members let me say, I cannot find language to express my thanks for your hearty co-operation, and I bespeak for our new officers the same assistance, for without it they cannot make the Division a success. To my brother officers I express my heartfelt thanks for the aid they have given me. I have endeavored to discharge my duties without fear or favor, looking only to the interests of the Order and this Division. There have been errors on my part, but I assure you they are of the head and not of the heart. Again permit me to thank you one and all for the confidence, encouragement and aid you have given me during the past year."—*K. C. Jour.*

Elmira Division No. 9, held its usual semi-monthly meeting at the Odd Fellows' temple, yesterday afternoon. The following officers were elected for the term of one year: C. A. Burr, C. C.; E. E. Potter, A. C. C.; C. A. Ward, S. & T.; George E. Drake, A. S. & T.; I. N. Burt, Sr. C.; J. A. Crocker, Jr. C.; C. W. Abbott, I. S.; W. G. Bailey, O. S.; C. Burr, delegate to Grand Convention which meets at Louisville, October 20th; C. A. Wood, Alternate.

Mr. Burr has served only the unexpired term of Ex-Chief Millard. He now has been accorded the honor of an election to serve a full term. The Advertiser, this morning, stated that the treasurer's report showed a balance on hand of a little over \$1,000. This surprised the members of the division. They little imagined they were so rich, but say they are positive the amount on hand is a little over \$100. Neither do they contemplate the erection of any brick blocks, at least for some time to come, but the grand division is discussing the advisability of fixing the permanent headquarters of the Order at some central point, Cedar Rapids, Iowa, (its present location), Chicago, Ill., Indianapolis, Ind., St. Louis, Mo., and Columbus, Ohio, are mentioned.—*Elmira Gazette*.

RICHMOND, VA., Sept. 24, 1885.

EDITOR MONTHLY:—At a special meeting of Richmond Div. No. 152, held Sunday, Sept. 13th, 1885, the following officers were elected: G. W. Taylor, C. C.; J. B. Hemdon, A. C. C.; J. T. Johnson, S. & T.; Geo. Wright, Sr. C.; A. W. Bethel, Jr. C.; J. C. Doswell, I. S.; W. G. Woody, O. S.; R. S. Brock, Correspondent to Monthly; J. T. Johnson, Delegate; N. Dickson, Alternate. Respectfully, in P. F., J. T. JOHNSON, S. & T.

BINGHAMTON, N. Y., Sept., 1885.

EDITOR MONTHLY:—At a special meeting called for the purpose of electing officers, the following was the result: W. J. Sullivan, C. C.; H. Wilson, A. C. C.; W. E. Carpenter, S. & T.; O. H. Everitts, Sr. C.; Elmer Markel, Jr. C.; H. E. Purple, I. S.; T. P. Harrold, O. S.; M. F. Collins, Delegate; H. Wilson, Alternate. Truly yours in P. F., W. E. CARPENTER, S & T.

COLLINWOOD, O., Sept. 16, 1885.

EDITOR MONTHLY:—At a special session of Garfield Div. No. 20, held Sept. 15th, the following named officers were duly elected and installed for the ensuing year: D. H. Rogers, C. C.; L. M. Stiles, A. C. C.; M. N. Hyde, S. & T.; J. W. Sylvester, Sr. C.; T. McManus, Jr. C.; J. H. Wood, I. S.; C. W. Rice, O. S.; M. N. Hyde, Delegate; D. H. Rogers, Alternate. Yours truly, in P. F., M. N. HYDE, S. & T.

As a woman, standing all alone, I humbly hope to shine;
 I'm tired of the twaddle of the oak and the ivy vine.
 I've seen too many instances of nature's law declining;
 The vine did the supporting, while the oak did all the twining.
 Before I'd marry a man and work for his bread and my own;
 Before I'd marry a man who'd place himself upon the throne
 And claim for me his "better half," allegiance blind and mute.
 I'd marry the nearest ape, and wait for him to evolve! ANON.

Railroad Rumbblings.

BURDETTE ON RAILWAY CONDUCTORS.

The following characteristic letter was received from Mr. Burdette in response to an invitation to accompany the Grand Division of the Order of Railway Conductors on their late excursion, and published in the *Railway Age*. It will bear reproduction.

PHILADELPHIA, Oct. 15, 1880.

W. P. Daniels, Grand Secretary, Order of Railway Conductors :

DEAR SIR:—The invitation of your honorable committee of arrangements, asking me to join your order in its annual excursion, is at hand, having chased me all over this part of the country, like a lost car agent after a stray box car. It cornered me at last, side tracked in the yard of the National Surgical institute of this city, where the palace car of my train, the "Lady Burdette," is undergoing repairs.

If I could get away nothing would give me greater pleasure than to pull out the minute I could get orders, and run wild until I caught you at some point on your pleasant pilgrimage. My relation with the guardian angels of the traveling public have been so intimate and always so pleasant, I know I would feel at home among you. In my wanderings up and down the land of the free, I have been carried in almost every shape that railway arms assume. I have snored away the slumberous hours in the luxurious elegance of "upper 10;" I have warped my patient knees in the straight seat of the crowded day coach; I have humiliated my rebellious nose with the all-pervading and varied fragrance of the emigrant, when "dinner is now ready in the smoking car!" I have surveyed the shifting landscape from the airy dome of the way car; I have "pounded my ear" on the cushioned bench of the long caboose; I have rattled my astonished skeleton in the vibratory earnestness of the wide-awake "bouncer;" I have sat in the cab and fidgeted nervously on a long down grade because the impassive engineer would keep pulling that thing farther and farther out when I was morally certain he was using more steam than I had any use for; I have shared the platform and the wood box with the impetuous brakeman, and I reciprocated his kindly flattery of "colonel" by calling him "conductor;" I have stood up and clung to the brake of the excessively ventilated flat car and whiled away the drifting miles by social converse with the Irish gentlemen who were making the big fill in Beasley's hollow; and I have punped my weary aching way on the very limited express of the humble but useful hand car, and when some obliging telegraph repairer shall give me a ride on one of those railway velocipedes I saw on the "B. & M. in Nebraska," and on a sail-car that they use on the "U. P.," I am going to apply for admission into the "Order of Railway Conducted." From the Knox & Lincoln down in Maine, to the Denver and Rio Grande of Colorado, you have led me safely on my devious way. I have never lost a pound of baggage, seldom missed a train, always been treated with the utmost consideration and kindness, have been waited for when I couldn't reach a connecting point on time, have been rushed through that I might reach it; always got there, some time; was never carried by in my life, never got a scratch, and all my "accident insurance" policies have been dead investments; I'm out \$4 on every one I ever bought. (Private and confidential to the crowd—never bought but one.)

And so I would like to join in your holiday wanderings, but you see its

out of the question. I am more than pleased that you thought about me in your merry making. It is only one more entry in the long record of the ununiform kindness and good fellowship you have always shown me. But while I cannot join you now, I will soon meet you on the road, when you have resumed the sterner duties and taken up once more the graver responsibilities of your brave, patient, vigilant lives. With thousands of others, I will once more, with all confidence, place my life and safety in the hands of yourselves and your faithful, sleepless colleagues who ride "forward." As in other times, I will sleep, while you watch, I will awake without a care, while the watchful care of the long night has wearied brain and arm for you. I will turn to the window and enjoy the landscape without a thought beyond the next dining station, while you carry in your brain the map of the long road, the trains that wait for you on sidings, that are hurrying to roar past you at meeting points, that are thundering along behind you claiming the hot rails as fast as you give them up, that are panting to catch you at junctions, that hundreds of miles away are throwing the miles behind them and giving you exactly so many short hours, so many clear-cut minutes, so many diamond points of seconds, and not one more, to meet them at some remote connecting point; so, on, through pelting rain and blinding fog and melting snows, I read and think and write and sleep and know that you will get me there. And when, burdened with all this, careful and troubled about many things, you come down the aisle, I will probably join the rest of the passengers, and stop to ask you a question that you have answered 2,000 times since sunrise. But I promise you one thing, I won't ask you to tell me something I know already, just for the sake of asking a question.

In a few weeks then, when the rest of the American people are through with the nonsense of electing a president, I will start on my annual pilgrimage and shake hands with you all, and you can tell me about your trip. I will travel with the same old party, and the fat passenger, the tall, thin passenger, the cross passenger, the sad passenger, the man on the wood box and the woman who talks base will be glad to see you again. We will get together and tap a water tank.

With many thanks for your kind remembrance of me and a thousand apologies for such a long letter, I have the honor to be

Very respectfully yours,

ROB'T J. BURDETTE.

The Central Association of Railway Superintendents held its annual meeting in Fort Wayne, Ind., Sept. 23; The proceedings were of a social nature and after a single session, the members went to Detroit on a special. The following gentlemen attended the reunion: Representing the Michigan Southern, W. H. Caniff, M. E. Wattles, T. J. Charlesworth; Michigan Central, D. S. Sutherland, J. B. Morford, W. A. Vaughn; Detroit, Lansing & Northern, T. M. Fish; Detroit, Grand Haven & Milwaukee, W. T. Morgan; Chicago & Grand Trunk, W. E. Waugh; Baltimore & Ohio, F. H. Britton; Cincinnati, Hamilton & Dayton, W. F. Start; Wabash Railroad, G. W. Stevens; Louisville, New Albany & Salem, C. C. F. Bent; Panhandle, Chas. Watts; Fort Wayne, Cincinnati & Louisville, W. W. Worthington; Grand Rapids & Indiana railroad, S. M. Metheany and P. S. O'Rourke.—*Railway Age*.

TAKING UP TICKETS ON SLEEPING-CARS.

The following notice, recently issued to conductors by General Passenger and Ticket Agent St. John, of Chicago, Rock Island and Pacific road, is of general interest :

"Your attention is called to rule 52 in book of instructions, which reads as follows :

"52. We do not desire that passengers holding through tickets, and occupying berths or sections in the Pullman palace sleeping-cars shall be unnecessarily annoyed after they have retired, and to prevent such annoyance the Pullman palace-car conductor is instructed to take up the tickets of all passengers of his car on retiring, and hold them for the examination of and proper cancelling by the conductor in charge of the train, who will ascertain by personal observation that he has a ticket or pass for each passenger, and then return them to the sleeping-car conductor for delivery to the passengers in the morning, unless they expire on his division, in which case he will, if necessary take them up.'

"I want to impress upon you the necessity for making a personal examination as to the number of passengers in the sleeping cars on your train, and while the greatest care must be taken to avoid in anyway offending the occupant of any berth or unnecessarily disturbing passengers after retiring you must, with the assistance of the sleeping-car conductor, satisfy yourselves that you have a ticket or pass for each passenger. Sleeping-car conductors have been instructed to co-operate with you in this matter. The fact that the company has been defrauded in a great many cases is an indisputable one."—*American Railway Journal*.

WOULD STRIKERS VOTE TO STRIKE WITH A SECRET BALLOT?

A few days ago we called attention to a curious strike in progress in the shops of Sir William Armstrong, at Tyneside, Newcastle. It was not a strike for wages, but a demand to remove an unpopular superintendent and manager. Sir William refused to accede to the request, and so over 5,000 men went out. On Tuesday, last, however, the men agreed to settle the question of the continuation or termination of the strike by secret ballot, and the result of the ballot must have been a surprise to all concerned. It was found that 348 votes were in favor of the continuation and 3,553 against it.

Here we have less than 10 per cent of the total number employed keeping 90 per cent from work. There were about 1,200 workmen who took no part in the voting. The reflection naturally occurs, how many other and far more disastrous strikes could have been ended in this way? Is it not generally the case that a minority of dissatisfied men who have at some time received real or imaginary slights at the hands of manager or employer engineer strikes? We are inclined to think it is. In many cases could the real sentiment of the individual be determined, as in the Tyneside difficulty, the majority would decide as they did. The unwillingness of men to openly confess they have been in the wrong, together with the outside pressure of the malcontents, have caused much unnecessary misery and prolonged many a serious strike.—*Philadelphia Press*.

THE VENTILATION OF THE MANN BOUDOIR CARS.

The following description of the system of ventilation on the Mann boudoir cars was prepared by the company some time since for the *Car Builders' Dictionary*:

The theory of this system is: Perfect ventilation, without dust or draughts, coupled with the means of tempering the atmosphere, both in cold and hot weather, to a comfortable point. To accomplish this, provision is made for simultaneously taking in and filtering the fresh air and drawing out through the roof all foul or over-heated air, such provision being sufficiently ample to secure a complete change or renewal of the atmosphere every three minutes. The windows of the car are so constructed and packed as to admit neither air nor dust. The ingress of air is altogether by means of a collecting funnel located on the roof toward one end, and nearly over the heater closet. The egress of foul air is by means of strong suction-ventilators located in the roof within the several compartments and the corridor. The deck roof with its drop windows is superceeded by a continuous elliptical arch; thus no air enters or escapes except through the channels designed for the purpose.

The collecting funnel is flared in both directions so as to gather air whichever way the car moves. The air thus collected is forced in a strong current downward into the bottom chamber on the ice and filter closet, where it passes through a quantity of "excelsior" (a mattress stuffing made of long curly hard-wood fibres), loosely held up on pins, which substance being moistened by dripping of ice from above, filters the air of all cinders and dust. This filter closet adjoins the heater room and communicates with it by an aperture above the ice space.

After passing through the excelsior, the air is forced through and around the ice above; it then enters the heater-room, from which it escapes through a flue extending the length of the car down the corridor in the angle of the floor and wall. From the flue the air is discharged into the corridor through a series of registers opposite the several doors of the compartments, which being lowered, admit it to the latter.

The flue also contains three of the heater pipes, by which means the air, after having taken up the surplus heat of the heater-room, is still further heated before being discharged for service.

The capacity of the ice chest is 600 pounds. In summer the full amount of ice is used, and effects a lowering of the temperature of about 10 degrees. In winter only sufficient ice is used to moisten the filtering excelsior.—*Railway Gazette*.

The Brotherhood of Locomotive Firemen of North America met in its twelfth annual convention in Philadelphia, Sept. 21, about 700 delegates being in attendance. The association since its organization, twelve years ago, has grown until it now has 285 lodges, with 14,689 members. Each member has an insurance of \$1,500, which is payable at death or total disability. Since December, 1883, \$315,795 has been paid to beneficiaries, of which \$271,764 was received by the widows or heirs of deceased members. The recent convention was very successful, and the organization is now an exceedingly strong and powerful one, the influence of which is favorable to the welfare and progress of its members.—*Railway Age*.

QUICK WORK ON THE DENVER & RIO GRANDE.

A correspondent sends us the following facts: "The third transcontinental tea train over the Denver & Rio Grande road, consisting of 15 cars, passed through Pueblo, Col., at 8 o'clock on the morning of Sept. 4. A fine piece of switching work was done by the railroad boys when it arrived; they changed engines, changed cabooses and added three more cars of freight to the train, all on the wing, not stopping the train at all, which kept right on running through the town at the rate of not less than 12 miles an hour. The manner in which this was performed was as follows: The engine was cut off and switched on a side track, allowing the cars to run up to the fresh engine, which started up and allowing them to come gradually together. The caboose was dropped off and a third engine was ready on another side track and overtook the train after it got past the switch and attached three cars and a caboose while all were in full motion. This was done under the supervision of the yardmaster, Sam Stuart, late of the Ohio & Mississippi.

"These three tea trains, of which the one just described was the third, have caused large mention among railroad men in Denver. The men at Grand Junction and Salida did the yard work in from 5 to 12 minutes and telegraphed to Pueblo 'How is that?' This put the Pueblo men on their mettle, and the second train was stopped in that city only 1 minute and 40 seconds, and the third train is recorded as having arrived and departed at 8 a. m., not showing any stop at all.

"The train was brought to Pueblo by Engineer Hill and conductor Harrison, having come from Salida, 97 miles, in 3 hours and 27 minutes. It was taken north by Engineer Daly and Conductor Wilds, and reached Denver, a distance of 120 miles, in 6 hours and 20 minutes. This freight was transferred at Denver to the Burlington & Missouri cars at the rate of 10 minutes to each car.

"This second train consisted of 25 carloads of tea on the way from San Francisco to New York, valued at nearly \$1,000,000. It made the trip over the entire length of the Denver & Rio Grande from Ogden to Denver, including the Mountain division and Grand Junction Canon, over grades of 211 feet to the mile, at the rate of 20 miles an hour."—*Railway Gazette*.

RAILWAY AND STEAMSHIP SPEED.

It seems rather absurd to talk about a steamship beating a railway train in a long distance contest, says a local newspaper, but it begins to look as though it might happen. It is already a fact that the transatlantic lines make almost as good time as the Pacific railway lines do from the Missouri river to the western coast. From Omaha to San Francisco, by the Union and Central Pacific lines, is a distance of 1,928 miles, or about two-thirds the distance between Queenstown and Sandy Hook. The schedule time by the fastest train between Omaha and San Francisco is eighty-eight hours, lacking ten minutes, which makes the average rate of speed a trifle under twenty-one miles per hour. The *Etruria*, on her recent trip, which "beat the record," made an average across the Atlantic of 445 miles per day, or almost exactly nineteen miles per hour. The steamship has thus come within three miles an hour of the transcontinental train, and as the time of the ocean passage is being steadily cut down, it looks as though one would before long cross the Atlantic as rapidly as he can get across the western part of the continent.

The Northern Central Railway makes a much better showing this year than its near neighbor and relative, the Pennsylvania, its gross earnings for August having decreased but 4 per cent and its net earnings less than $\frac{1}{4}$ per cent. In August, however, it suffered a decrease of $11\frac{1}{2}$ per cent in gross and 7 per cent in net earnings. It is not long that this road has had considerable net earnings; for the six years ending with 1879 they averaged \$1,279,350; but they have grown greatly since, having been for the last five years:

1880.	1881.	1882.	1883.	1884.
\$1,795,120	\$1,656,254	\$1,957,853	\$2,256,526	\$2,053,484

This enabled it to begin paying dividends in 1880; $2\frac{1}{2}$ per cent was paid that year, 6 in 1881, 7 in 1882, and 8 in the last two years. The stock is so small that even 8 per cent is but three-eighths of the charges for interest and rentals, so that a small increase or decrease in profits may make a large difference in the dividend. There has been a large surplus, however, for several years, last year equal to more than 5 per cent, and in 1883 to $7\frac{3}{4}$ per cent on the stock.

The gross and net earnings for August for six years have been:

	1880.	1881.	1882.	1883.	1884.	1885.
Gross,	\$453,924	\$498,008	\$625,969	\$587,273	\$510,427	\$451,370
Net,	122,957	94,336	331,946	280,211	278,889	180,484

Thus the decrease in gross earnings from 1884 is but $11\frac{1}{2}$ per cent, from 1883 it is 23 and from 1882 28 per cent, and the net earnings are 36 per cent less than in 1883 and 46 per cent less than in 1882.—*Ry. Gazette*.

The New York, Lake Erie & Western road has just added to its equipment three handsome buffet drawing-room sleepers. They are christened Plato, Scipio, and Cicero, and will be attached to the St. Louis limited express. They are finished in cedar, with roof of maple and dome panels of the same wood bronzed. "The berth fronts," says the *New York Tribune*, are the most striking feature of the new cars. They are of mahogany veneer, the lower half and borders being covered with gold stamped plush touched up by the painter. The effect is exceedingly rich, and with the heavy olive-green plush of the seats and their backs a fine combination is produced. In the private drawing-room a special effort at rich decoration has been successfully made. The smoking room is fitted up with luxurious upholstery and panels of stamped Russia leather. The wheels are of paper, 42 inches in diameter. The company has also put on two new buffet and parlor cars, the Cateract and the City of New York.—*National Car Builder*.

—Abolish the duster. Use a cloth—wipe away the dust. Do you know what you do when you brush away dust? You disseminate in the air, and consequently introduce into your own interior, into your tissues and respiratory organs, all sorts of eggs, spores, epidemic germs and murderous vibri-ones which dust contains.

Editorial.

All communications for the MONTHLY should be addressed to the undersigned, Farmers' Insurance Building, Second St., Cedar Rapids, Ia., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used; each article will be registered in this office over the proper name of the author. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

C. S. WHEATON, Editor.

WESTWARD.

On Friday, August 28, we left the office for a visit to Denver and to attend the union meeting there. At Omaha we had the pleasure of meeting Brother W. B. Moore, of No. 60, and Brother Harry Gilmore, of No. 126. At North Platte we met Brother G. R. Hammond and a large number of the brothers of No. 35, some of whom accompanied us to Denver. Our last run into Denver was made with that prince of conductors, Brother McCoy. We arrived at 7 a. m. and were taken in charge by Brothers Wilder and Carney and were soon at the St. James Hotel; after a good rest went to the hall of Division No. 44, and were met by about one hundred brothers of the Order. Brother Rathbun, chief conductor, was present, though still suffering from his fall and goes about on crutches, his mishap, however, has not dampened his zeal for the Order and its work, and as a presiding officer he is second to none in the Order. We found the division well officered and doing their work nicely, and we do not know when we have spent a pleasanter day in our work. Matters of great interest to the Order were discussed in a fair, brotherly spirit; we believe to the benefit of all; it would be hard to find a more earnest and intelligent company of gentlemen than those assembled. Some twelve or fifteen divisions were represented and we believe all went away well pleased with the day's work. They are one and all entitled to our thanks, and especially Division No. 44 for their kindness.

We were pleased to meet Brothers Lyman and Harvey, of No. 95. Brother Lyman having almost recovered from his fearful accident of last year. We were sorry to miss the familiar forms of Brothers Fred Farmer, S. E. Hoskins and George Dwinell, with which we have for many years associated grand old No. 44. God bless her! Could all of the brethren know what she has had to battle with in the last year they would be willing to accord her the first place in our whole line.

The absence of these old landmarks only serve to forcibly remind us that we are drifting slowly, and as we drift on we drift apart.

At 11 a. m. we bid adieu to the brothers at Denver and glide away over the D. & R. G. R'y. for Pueblo and the east, and as we ride our busy thoughts carry us over the scenes enacted on this line for the last six months and as we halt at a small wayside station we see the guards who watch and patrol the road each day, we were forced to the conclusion that any organization of men that tolerate or in the slightest degree countenance such acts as have been perpetrated on this line cannot long survive, simply because those brave engineers were true to their obligations and trusts, they have to face death at any and all times and in the most hideous shapes. Several charges of dynamite have been discovered and removed, others have been exploded, wrecking everything near it and, we were sorry to hear men say, "It's good enough for them." If this state of affairs continue where is the safety

of the private citizen, particularly should he engage in the service of a railway company.

Pueblo is passed and we are on the Queen system of the southwest, the A., T. & S. F., and are soon at La Junta, where the San Francisco line leaves to cross the Raton mountains and through level plains and mountain gorges land the traveler safe at the Golden Gate.

If there is one thing more than another that this great line is to be praised for it is their superb dining stations. The old motto has evidently long since been adopted by them. "As we journey through life let us live by the way." We strongly suspect that somewhere in the line of the management will found a man who is particularly fond of good living. Nickerson is passed before we are up. We breakfast at Newton and are in the hands of the Brothers of Emporia Division No. 11 at 12:30 p. m. and were soon at their hall, where we had a grand meeting, Brother Unkefer in the chair. He is in hopes that Brother Hunn, of No. 15, wont be in Louisville for he says he don't mind being set down on by a big man, but when a little fellow like Bro. Hunn does it so easy he don't like it. How was it, Brother H. After an exemplification of the work and some discussion on matters of interest to the Order we adjourned to the depot and took passage on a freight train and were soon speeding away to Topeka. We had a grand ride, and it reminded us of old times as we bumped along in the way car. At Topeka we said good bye to the brother of No. 11, and 6:30 a. m. found us at Atchison, where we were routed out early by Brother P. H. Lyman, of No. 95, who desired to see me before going out on his run. We were soon joined by Brother Town, C. C. of No. 28, Brother McDonald, of No. 141, Coman, of No. 55 and Flack, of No. 39, and the whole day was spent in work of the Order and visiting.

Brothers Coman and Flack came on the way as far as Kansas City. St. Louis and a halt for breakfast, and the city is just the same as when we visited it in the long ago. Brother Stilwell, the prince of depot masters, is still in charge. At 8:30 a. m. we board the O. & M. "Comet" and fly eastward, and they do fly and no mistake. We shook hands with Brother Compton and others at Vincennes, where they take dinner, and at 6 p. m. we are in the hands of Brother Randall at Louisville. We were sorry to find him sick, but since learn that he has fully recovered.

It took some time to transact our business there, and at 10:30 p. m. we went to bed in the O. & M. sleeper, and were awakened in the morning with the intelligence that we were on the bridge at Cincinnati. At 8 a. m. away we go via C., H. & C. and the old reliable Erie line. At Kent we received word that we would be disappointed in two meeting, and so concluded to go home and get acquainted with Mrs. Wheaton. Brother Hurty kindly volunteered to go along and introduce me. At 4:30 Sunday morning I was home.

To all my brothers I met on this trip, as on all others, I tender my sincere thanks for their kindness.

C. S. WHEATON.

MILWAUKEE, Wis., Sept. 30, 1885.

EDITOR MONTHLY—*Dear Sir*:—According to your instructions I proceeded to Grand Rapids, Mich., and met with them in special session Sunday, the 27th, and after the election, which passed off very pleasantly, I proceeded to install the officers. The following were elected officers for the ensuing year: B. A. Oatley, C. C.; A. Connolly, A. C. C.; F. Volkert, S. & T.; Geo. S. Jones, Sr. C.; Jas. Stroupe, Jr. C.; F. Hilbert, I. S.; T. B. Mar-

tin, O. S.; E. Hamilton, delegate. All these brothers are enthusiastic, and I predict for No. 102 a prosperous year, and can assure any who will take the trouble to visit them that they will be cordially welcomed and their stay made pleasant while in the city. After dinner another special session was held and Mr. B. E. Fay and D. D. Davis were initiated by the new corps of officers, who performed their work with credit to themselves and the division which they represent. No. 102, though not large in numbers, are all men who look well to the calling of conductors whom they admit and are careful to scrutinize all application which come before them, which all divisions should do, and then we would be guarded from any objectionable ones gaining admission among us.

Yours truly in P. F.

E. HAMILTON.

THE LAST RUN.

Written for the MONTHLY.

The great Platte valley peacefully lay
Beneath the golden sun that day ;
Over the prairie pure and strong,
The breeze of Autumn swept along,
Bearing on from the great highway
Grim from the engines far away.
Speeding along with might and main
Over the track across the plain,
One " making time " at fearful rate,
(Only twenty-three minutes late),
Into the cut, around the curve,
Two giant engines swiftly swerve,
While earth shook with the mighty force
That drove them on their onward course,
The very dome of upper sky
Vibrating as they drew so nigh.
Look ! See ! Burst from each engineer
As each beheld the danger near,
And each strong hand the throttle grasped ;
Two engines bellowed forth a blast.
But came the warning all too late ;
On, on, relentlessly as Fate—
They sped, while there with bated breath
Each strong man felt the hand of Death.
The very air seemed hushed, and still,
And space and distance gone, until
Crash, a leap, a hiss, a scream
Of fast escaping seething steam,
An awful wreck lay scattered wide,
Two trains as one piled side by side ;

RAILWAY CONDUCTORS' MONTHLY.

While rose to heaven a pleading cry,
 "O! God of mercy, let me die."
 Fast to his engine, helpless bound,
 While steam and fire burned deep each wound,
 Was Chamberlain, the engineer,
 Whose prayer above the din rose clear.
 And 'neath the tender, bleeding, dying,
 His own good fireman was lying.
 The bravest of their Brotherhood,
 They by their engine proudly stood,
 And with her had gone down to know
 A thousand deaths of direst woe.
 But each from earth, ere setting sun,
 Had made his own, and long, last run.
 They nobly live, whose lives are just,
 But grandly die, who guard a trust.

MRS. CORA EDLA BENSTER.

Silver Creek, Nebraska.

 COUNSELLORS.

"It has been written that 'in a multitude of counsellors there is wisdom.' But it must be remembered that a counsellor is not a creaking, bleary-eyed fault-finder, a petty wrangler, a Paul Pry seeking for defects and expanding mole hills to the proportions of mountains. A man worthy of the title of counsellor comprehends foundations, self-evident truths, axiomatic, pivotal, central facts. His mission is not to create obstacles to progress, but to remove them. The true counsellor builds, the fault-finder tears down. The counsellor solidifies, the wrangler disintegrates. The counsellor carries up the column, gives it symmetry and strength, the captious, cavilling critic plays the role of rat and gnaws at its base, and when associations permit a multitude of censorious wranglers to play the role of counsellors, its epitaph may be written.

The above is clipped from the *Fireman's Magazine*, and we commend every word. The main trouble with all associations is the class of fault-finders above mentioned. They are not only a detriment to any association but to the service they disgrace. They are not willing to succeed themselves or let anyone else, and as soon as an associate climbs up the ladder and becomes to some use to himself and the community, his motive *must* be impuned and be characterized by all the epithets possible to be used, he *must* be dishonest or he would not succeed. What a world this is.

—Brother Samuel H. Defries, Past A. G. C. C., and a prominent member of our Grand Division, was a passenger on the C. & N. W. Sunday, Oct. 4, enroute for Denver, Col., to attend the meeting of the Old Reliable Insurance association, of which he is vice president. He is the oldest passenger conductor on the G. T. R., and is at present running between Toronto and Kingston, Ontario.

Legal Department.

Reported Expressly for the MONTHLY by R. D. Fisher, Indianapolis, Ind.

XXXVII.

Master and Servant—A Non-Resident Master—Liability.—When a non-resident corporation entrusts to a superior resident officer or agent the duty of superintending the machinery of its factory and of managing its business, it is responsible to a servant who suffers an injury from unsafe or defective machinery upon which the servant is employed, under the control or direction of such officer or agent. "It is clear," said the justice, "that where the duty rests directly on the master, and he authorizes an agent or servant to perform that duty, he is bound to answer to a servant injured by the negligent performance of the duty." The following are in point: [Mulien v. Philadelphia Co., 78 Pa., St. 25; Gunter v. Graniteville Co., 18 S. C. 262; Crespin v. Babbit, 81 N. Y., 516; Brothers v. Carter, 55 Mo., 372.]

Indiana Car Co. v. Parker. S. C. of Ind., June 28, 1885.

XXXIII.

Collision at Crossing—Negligence of Employes of Both Roads—Right of Employee to Recover—Fellow Servant.—This is an action to recover damages for personal injuries sustained by the plaintiff in a collision between the locomotive on which he was employed as fireman and a train of cars belonging to the defendant. The collision took place at a crossing. A signal station was maintained at this crossing; and the engineer upon and in charge of the engine on which plaintiff was employed and engaged as fireman, proceeded to cross the defendant's road in response to a safety signal displayed to him, while the danger signal was displayed to the engineer of the defendant's train. The evidence also established the fact that the engineer of the plaintiff's engine was guilty of negligence in attempting to cross, notwithstanding he had received permission by the signal officer; that he saw the defendant's train was making for the crossing, either in disregard to the proper signal to the engineer of that train, or under a misapprehension; that he was warned, and had reason to suppose a collision would take place if he proceeded, and having ample time to stop his engine yet did not do so.

Held, That where a fireman on a railroad train is injured by a collision at a crossing of two roads, brought about by the concurring negligence of the engineer on his train, and of the employes of the other road, his right to recover damages for such injury from the other road will not be defeated by reason of the negligence of the engineer.

Gray v. Philadelphia R. R. Co. U. S. C. C. N. D. N. Y., June 24, 1883.

XXXIX.

Negligence of Company Employes—Usual Risks.—Plaintiff's deceased husband was one of a number of laborers in defendant's employ engaged in repairing track, the use of which had been abandoned, and which had fallen into decay. A construction train upon which Beck was riding ran off the track at a crossing and he was killed. Rain had fallen and the space along the side of the rails for the flanges of the wheels to run in had become filled up with mud which had frozen, and so caused the accident. T. was defendant's general foreman, having charge of the work and repairs. He had charge of the train at the time of the accident. It was his duty to see that the crossings were properly cleaned and kept in safe condition. He attempted to perform his duty, but failed to do it properly.

Held, In an action to recover damages, that the negligence causing the injury was that of a company employe and defendant (company) was not liable. The fact the duty was imposed upon Beck of constructing the entire road did not alter his relation as co-employe here. Judgment for defendant.

Beck v. Rochester etc. Ry. Co. N. Y. Ct. of App'ls, June 10, 1883.

XL.

Strikers, Interference of,—Contempt—Punishment—Receiver. This is an action against two employes of the Wabash railway charged with contempt of court in interfering with the management and operation of the road. The special charge is that on the 17th day of June, 1885, they took possession of the round house at Moberly, Mo., and by threats and intimidation, caused employes of the company to quit work, and afterwards prevented them from working for the company, thus interfering with the operation of the road. Their answer is a general denial. One of the defendants signing himself chairman, sent the following notice to the various foremen of the shops of the Wabash railway company, during a strike organized to resist a reduction of wages, the railroad being at the time in the hands of a receiver, appointed by the U. S. Circuit Court. "Office of Local Committee, June 17, 1885. ———, Foreman: You are requested to stay away from the shop until the present difficulty is settled. Your compliance with this will command the protection of the Wabash employes. But in no case are you to consider this an intimidation."

Held, that this was an unlawful interference with the management of the road by the receiver, and a contempt of court, for which the writer should be punished.

In relation to Wabash Railway Co. U. S. C. C. Mo. June, 1885.

NOTE.—C. M. Berry, the writer of said notice and the chairman of the local committee, sent Joseph Selby to the round house with, and to serve, said notices, and to notify the employes to attend a meeting to be held that day, and leaving a strong impression that they had better attend. The men quit work and attended the meeting. There were 35 men employed and only 15 returned to their work, a number insufficient to carry on the necessary work of repairs. The evidence as to intimidation is conflicting. One engineer was approached on his engine by three masked men and ordered to quit work, which he refused to do, and was threatened with violent treatment. "Differences between employers and employes," says the court, "if not settled by compromise, must be settled by law and the courts." The sentence of the court is that Berry be confined for two, and Selby for one month in the county jail, with the right to demand peace-bonds in the sum of \$500 each, to run for one year.

XLI.

Liability of, to Employes—Kansas Statute. A section man employed by a railway company to repair its road-bed, and to take up old rails out of its track and put in new ones, who is injured, without his fault, by the negligence of his co-employes in permitting an iron rail, intended to be placed in the track, to fall upon him while he is assisting in removing the rail from a push-car on the track, is within the terms of Sec. 1, Chapter 94, Kansas Laws of 1874 (sec. 4914, chap. 84, Comp. Laws of 1879), which makes every railroad company liable, in consequence of any neglect of the agents, or by any mismanagement of the engineers or other employes of the corporation, to any person sustaining such damage."

Union Pacific Ry. Co. vs. Harrott. Kans. S. C., 1885.

Mentions.

—Division No. 179 was organized Oct. 4, at Topeka, Kas., by Brother Ed Coman, deputy.

—Charters have been granted for divisions at Stanbury, Mo., and Belle Plaine, Iowa. The will both be organized soon.

—Brother R. L. Willard, secretary of Division No. 40, asks for the address of W. H. Shears; last heard from at Logansport, Ind.

—At this writing all our divisions heard from have selected a delegate but one, and we hope that they will reconsider their determination and be represented.

—All absent members of Mt. Hood Division No. 91, are hereby requested to correspond with Brother William Weidner, lock box 174, The Dalles, Oregon.

—All divisions will be on the lookout for one Richard Greaver, formerly of Charlottesville, Va. He claims to be a member of the Order, but is not. Treat him as he deserves.

—Anyone knowing the address the Brothers Harry Fowler and C. H. Rice will confer a favor by notifying Brother J. H. Ruben, secretary of Division No. 87, Bloomington, Ills.

—Anyone knowing the whereabouts of Brother George Down will confer a favor by informing Brother Henry L. Bartlett, secretary of Division No. 36, box 716, Pueblo, Col.

—We just caught a glimpse of Brother Fred Kelley's face on the rear platform of a C. & N. W. car the other day. Next time stop off and see us, Fred, we will try and make it pleasant for you.

—The B., C. R. & N. R. R. is having a heavy rush of stock from the north enroute for Chicago markets. It keeps all the boys busy. This prosperous road is handling over 1,000 cars each day through their yards in this city.

—Mr. Savage, for a long time conductor on the Northern Central branch of the Pennsylvania railroad, has been employed by the Florida Southern. Officers trained by the great northern trunk lines are an acquisition to our southern roads.—*Southern Sun*.

—We are indebted to Brother C. W. Lackey for his interesting description of Georgetown, Col., and the loop of the Colorado Central railroad, and also the editor of the *Miner*, published there, for cuts to illustrate the sketch. Both gentleman have our thanks.

—Brother Al Vannaman, of Division No. 46, paid us a pleasant visit on the 8th inst., enroute for Louisville, to represent his division in the 18th annual session. Al is one of the old-time Q boys and is well known in Iowa. Come again, but stay longer next time, Brother Van.

—We are in receipt of a kind invitation from the committee of arrangements to attend the grand ball given by the conductors of Denver in honor of the visit of the Old Reliable Insurance association, on Wednesday evening, Oct. 7. The committee are J. F. Fuller, H. C. Bristol, A. C. Ingling, W. L. Park, John H. Clark and E. H. Owen.

—Born, at Decatur, Ill., Sept. 30th, to Mr. and Mrs. Vanway, a son. Young Van way'd eleven pounds and has our best wishes for his future prosperity, and his parents the congratulations of a host of friends beside the MONTHLY. Bro. Vanway is a member of Henwood Div. No. 74.

—"Mr. and Mrs. Rimbold request the presence of your company at the marriage of their daughter Josephine to William B. Mulvey, on Wednesday, Oct. 7, at 5 o'clock p. m., at St. Mary's church San Antonio, Texas." So reads a neat card on our desk received too late to comply or send regrets, but we, one and all, extend our hearty congratulations.

—The report of Brother L. R. Carver, D. G. C. C. was received too late to publish in this issue, which we regret. Brother Carver has officiated at the organization of Division 157; 164, 180, and 182, and done much good work for the Order. He has our thanks and those of the Order for the prompt manner in which he has performed his duties and for his able assistance.

—Brother John N. Robinson reports, as deputy to move Division No. 68 from Baraboo, Wis., to Harvard, Ills., that the duty is performed and that the division is now on a good basis and doing well. We regret that the report was not received in time to print in full. We were pained to learn of the serious illness of his estimable wife and we hope to soon hear of her ultimate recovery.

—Members of our Order have many times asked, why don't our insurance grow faster, and we have given as a reason that there are three associations in the field before it. The "Old Reliable (Columbus) association," the "Passenger Conductors' (Philadelphia) association," and the "Mutual Aid and Benefit (Chicago) association," and we know that members of the Order are largely interested in them, as the personnel of the presidents speaks the character of each. Bro. Frank Champlin, Chief Conductor of Boon Div. No. 34, is president of "Old Reliable;" Bro. C. R. Ashton, of Div. No. 31, president "Passenger Conductors;" Bro. E. A. Sadd, of Chicago Div. No. 1, president of the "Mutual Aid" at Chicago. We naturally conclude that the members are in harmony, but there is room enough for all and we sincerely trust that all conductors will favor and give their support to conductors' insurance societies in preference to any other.

—The annual reports of the Grand Chief Conductor and Grand Secretary and Treasurer of the Order of Railway Conductors will show a very flattering condition of affairs in this association. There are now over 7,500 members grouped in 185 divisions located in almost every state, territory and province of this country. The assets of the Order are about \$15,000, liabilities nothing. The insurance connected with the Order contains over 2,800 members and steadily increasing, and the MONTHLY, published by the Order is in a very prosperous condition, paying a revenue. The increase in divisions this year is thirty-four; increase of members 1,500; increase in insurance members, 1,620, and the MONTHLY shows an increase of revenue over last year. The annual meeting at Louisville will be the largest the Order has ever held, as every division but one will be represented, and we hope to prevail on them to send a representative. If all are present the Grand Division will be composed of 186 delegates, 7 grand officers, 3 members of the executive committee, 2 members of the insurance committee, 2 associate editors of the MONTHLY, and 26 permanent members, making a total of 226 members.

—Yes it is terrible bondage. It is slavery. Yes, I inhale the smoke and then blow it out again. It is very silly, is it not? I do the same thing with my breath. Some breaths are much pleasanter, far away. Why do I smoke cigars? Because I am the biggest, and therefore the cigar cannot help itself. It is an economical habit. The smoke of the cigar keeps the moths out of my hair. Then I use tobacco to preserve human life. Science tells me that three drops of the oil of tobacco placed upon the tongue of a rattlesnake or dog will kill either or both of them in a minute. I tremble to think how I walked in the very shadow of death before I began to carry a plug of tobacco around with me. Now when I meet a mad dog I am secure. He may bite me but I will kill him. The cannibal who eats me will dream that night that he got hold of the wrong prescription.—*Bob Burdette.*

—All Brothers of the Order and interested parties are hereby warned to be on the lookout for one D. L. Long, alias C. E. Bradford, alias C. E. Cliff, and we don't know how many more names. He claims to hail from San Antonio, Texas, and to be a member of Div. 76. His story is that he lost his speech and hearing in a railway accident, but when angry can talk and hear as well or better than most men. He is about 5 feet 10 inches high, has sandy moustache, changes his clothes as often as his name; when last seen was at Beardstown, Ill. He had worked Galesburg and Peoria a short time before he was seen there. He also claims to be a Mason of both the York and A. & A. S. rite, to belong to the I. O. O. F., K. P., and O. R. C., but always belongs to the society that you do not. He sometimes presents a crippled hand but this we are told is put on for the occasion. He is in possession of some of the work of the order and some other societies. He is a fraud. We have published him before in the MONTHLY and by circular, and you are again warned to look out for him, for in giving him aid you are helping a man to travel around the country and defraud others. He has traveled through the South and East and is now working South again. Look out for him and give him a wide berth. Please call the attention of members of the other societies to this man. We would suggest that you allow him to obtain some money from some of the members and then lock him up for fraud.

—We see by the report of C. Huntington, Grand Secretary of the Railway Passenger and Freight Conductors' Insurance Association of Chicago, that the total receipts of that association for the fiscal year were \$54,509.23; total disbursements and expenses \$49,677.62. Deducting from this the amount of two claims to be paid, \$3,507.50, it leaves a net balance of \$1,324.11. The company have paid during the year 19 claims, 6 of which were paid from the surplus in the treasury, and 13 paid by assessment; the assessment in this company being \$2.50 per member on account of each death or disability accounts for the number paid from surplus fund. Two of the above claims were paid on account of disability—one for the loss of a hand, the other malignant cancer, the claimant dying before the claim was paid. The membership statement shows 1487 members on Sept. 30, 1884. Certificates issued, 164; withdrawn, 28; delinquent, 211. A total of 239 members dropped out, leaving 1390 members in good standing on Sept. 30, 1885. The statement shows the losses to be greatest in the passenger service. This, we believe, has always been the case in our conductors' insurances. This association has paid out, since its organization, \$314,839.50 on duly approved claims. It has paid from its surplus funds death and disability claims to the amount of \$42,500.00; expenses from surplus, \$16,762.19, from

1877 to 1885, inclusive, making a total amount paid from surplus, \$50,-262.19. This is indeed a grand showing for this worthy association. Who can estimate the good done by this sum of money judiciously expended, and the members have secured to their families \$2,500.00 by the payment of \$32.50 during the year, or a trifle over \$2.70 per month. How many of us, spend double, yes, five times that amount each month foolishly. Let us use a portion of this to carry some insurance in our Conductors' Insurance association. Bro. E. A. Sadd, of the C., B. & Q., is president of this association, and Bro. John A. Sandy, chairman of the board of directors.

DELEGATES.

The following are the delegates to the Grand Division so far as reported:

Division No. 1,	A. W. Conner.	Division No. 38,	Oscar C. Winter.
" " 2,	*E. J. Richmond.	" " 39,	W. M. Arnold.
" " 3,	*L. P. Martin.	" " 40,	R. L. Willard.
" " 4,	*R. S. McMurray.	" " 41,	*Chas. H. Wilkins.
" " 5,	*George Dewey.	" " 42,	Harvey Ginn.
" " 6,	*A. S. Parker.	" " 43,	Thos. G. Murphy.
" " 7,		" " 44,	A. Wilder.
" " 8,	*Geo. H. Brown.	" " 45,	Frank Vincent.
" " 6,	*C. A. Burr.	" " 46,	*A. Vannaman.
" " 10,	*M. S. Hoadley.	" " 47,	R. B. Crawford.
" " 11,	*J. W. Unkefer.	" " 48,	John Howard.
" " 12,	*P. F. Duffey.	" " 49,	John A. Heither.
" " 13,	Thos. C. Jones.	" " 50,	C. S. Brigham.
" " 14,	*F. A. Bunnell.	" " 51,	B. F. Caperton.
" " 15,	Wm. Lewis.	" " 52,	Ira B. Cole.
" " 16,	*Adam Douglass.	" " 53,	A. B. Garretson.
" " 17,	J. H. Hall.	" " 54,	M. R. Mulford.
" " 18,	M. E. Seabee.	" " 55,	E. P. Sullivan.
" " 19,	A. A. Johnson.	" " 56,	*Chas. B. Dillon.
" " 20,	M. N. Hyde.	" " 57,	A. M. Haskell.
" " 21,	*Allen Potter.	" " 58,	*A. E. Gaylord.
" " 22,	*G. B. Phelps.	" " 59,	*John B. Powell.
" " 23,	Aaron W. Stadler.	" " 60,	W. J. Cornelius.
" " 24,	*F. W. Flint.	" " 61,	F. R. Tripp.
" " 25,	F. J. Gordon.	" " 62,	*A. H. Gardner.
" " 26,	*W. S. Sears.	" " 63,	*W. P. Hancock.
" " 27,	*Jas. Ogilvie.	" " 64,	C. H. Peters.
" " 28,	L. W. Smith.	" " 65,	*A. D. Butt.
" " 29,	A. Chapman.	" " 66,	*J. R. Roberts.
" " 30,	G. B. Smith.	" " 67,	Frank A. Jackson.
" " 31,	*W. C. Cross.	" " 68,	A. F. Bourett.
" " 32,	*Chas. W. Evarts.	" " 69,	*J. B. Johnston.
" " 33,	S. T. Collins.	" " 70,	W. J. Gillett.
" " 34,	H. A. P. Cronk.	" " 71,	*Fenimore Sitts.
" " 35,	*W. L. Park.	" " 72,	T. R. Sloan.
" " 36,	*L. Gesman.	" " 73,	Thos. S. Adams.
" " 37,	*Sam Phipps.	" " 74,	Fred. Stearns.

Division No. 75,	Division No 129, J. B. Howe.
" " 76, John F. McCarthy.	" " 130, *S. H. Adams.
" " 77, S. E. Carnahan.	" " 131, Jabez Kitto.
" " 78, F. E. Johnson.	" " 132, C. L. Nelson.
" " 79, *W. Permar.	" " 133, J. L. Ives.
" " 80, *W. S. Hemperley.	" " 134, E. L. Crawford.
" " 81, C. C. Parker.	" " 135, R. C. Cowardin.
" " 82, H. B. Mills.	" " 136, Wm. Waldron.
" " 83, Ed. Flynn.	" " 137, B. H. Bowden.
" " 84, *C. H. Lewis.	" " 138, C. N. Bell.
" " 85, *L. W. Roberts.	" " 139, C. L. Stephenson.
" " 86, Wm. Manley.	" " 140, D. W. Haynes.
" " 87, Saml. T. Powles.	" " 141, F. J. McDonald.
" " 88, *E. P. Conklin.	" " 142, L. C. Kelley.
" " 89, *S. F. Randall.	" " 143, H. T. Albright.
" " 90, Harry Priest.	" " 144, *J. C. Campbell.
" " 91, *W. O. Mohler.	" " 145,
" " 92, *Geo. W. Lovejoy.	" " 146, L. P. Allen.
" " 93, J. L. Ellis.	" " 147, *Genthr Parks.
" " 94, Geo. W. Simpkins.	" " 148, Thos. M. Mitchell.
" " 95, B. F. Dennison.	" " 149, W. N. Harris.
" " 96, F. H. Reese.	" " 150, T. H. Parker.
" " 97, J. M. Boyden.	" " 151, A. R. Whaley.
" " 98, D. D. Curran.	" " 152, *J. T. Johnson.
" " 99, A. W. Glenn.	" " 153, *E. H. Blakslee.
" " 100, N. R. Snipes.	" " 154, M. F. Collins.
" " 101, *M. R. Mansfield.	" " 155, W. P. Worden.
" " 102, *E. Hamilton.	" " 156, John B. Kirkbride.
" " 103, Wm. Lefler.	" " 157, C. F. Hammond.
" " 104, C. E. Weisze.	" " 158, W. A. Richardson.
" " 105, R. E. Harris.	" " 159, H. H. Moran.
" " 106, Ira Yantis.	" " 160, Joseph Winder.
" " 107, S. M. Mathers.	" " 161, C. B. Fessenden.
" " 108, J. E. Holden.	" " 162, Wm. J. Maxwell.
" " 109, L. McBane.	" " 163, J. C. Barnes.
" " 110, E. W. Alexander.	" " 164, J. W. Benley.
" " 111, Jas L. DeForce.	" " 165, *A. G. White.
" " 112, J. L. Davis.	" " 166, H. Conner,
" " 113, W. H. McDugal.	" " 167, D. G. Egleston.
" " 114, H. F. Wallace.	" " 168 S. D. Chittenden.
" " 115,	" " 169, Robt. McDonald.
" " 116,	" " 170, J. B. Ancker.
" " 117, W. P. Benson.	" " 171, C. T. Thayer.
" " 118, Wm. J. Strang.	" " 172, G. S. Mitchell,
" " 119, *Wm. P. Shehan.	" " 173, Chas. H. Baker.
" " 120, E. J. Little.	" " 174, P. Fowler.
" " 121,	" " 175, C. E. Cook.
" " 122, T. S. Richardson.	" " 176, Robt. Richardson.
" " 123,	" " 177, Robt. A. McCrae.
" " 124, *D. W. Babcock.	" " 178, P. J. Collins.
" " 125, *A. H. Cutter.	" " 179, *Ed Coman.
" " 126, F. J. Fairbrass.	" " 180, C. W. Mangum.
" " 127,	" " 181, John Kopp.
" " 128, J. C. Ferguson.	" " 182, Jo McCain.

Division No 183, S. M. Taylor.	Division No 187, T. S. McMahon.
" " 184, C. E. Pugh.	" " 188, †
" " 185, †	" " 189, †
" " 186, R. G. Trivills.	" " 190, †

*Served as delegate before.

† Not organized.

—Brother Ed Coman is short a February number of our MONTHLY for 1884. Will some brother please contribute.

—The "Old Reliable" Passenger and Freight Conductors Insurance Convention held its annual session in Lincoln Hall, Denver, on Tuesday Oct. 7th. The officers of this association are E. Morrell, President; S. H. Defies, First Vice President; H. P. Feltrow, Secretary and Treasurer; R. H. Sinvally, Wm. Sense and J. S. Beecher, Executive Committee; S. B. Porter, Official Reporter. The convention was opened with prayer, by the Rev. Dr. Hays. His excellency, Gov. Eaton and Mayor Bates, welcomed the visiting conductors to the State and city. In the absence of Mr. Eugene McKeenna, of the Intercollonal R'y., orator for the occasion, Mr. S. B. Porter kindly favored the convention with an address furnished by Rev. Josiah Strong, pastor of the Central Congregational Church, of Cincinnati. It was long but very interesting, and listened to with close attention by all.

The address was received with applause. The president then appointed

THE FOLLOWING COMMITTEES:

Finance—C. H. Wheeler, Chicago, Rock Island and Pacific; William Carter, Boston and Maine; F. Chaplin, Chicago and Northwestern; N. Bouse, St. Paul, Minneapolis and Omaha; J. E. Cunningham, South Eastern of Canada; R. R. Stallings, W. and A.; C. E. Turner, Louisville and Nashville.

Constitution and By-Laws—O. A. Brigham, B. & L.; Ward Nichols, N. Y. & N. H. & H.; Samuel Titus, N. Y. C.; W. J. Morgan, I. C.; R. A. French, B. & D.; Ed. Reynolds, N. S. of C.; George Hewitt, W. C. St. L.; H. Guiteau, W. O. T. P.; Ed. Burns, C. V.

Special Committee—A. C. Sinclair, C. N. W.; J. T. Wiseman, U. P.; Charles C. Shelby, M. & N. W.

Local Committee—J. H. Clark, Union Pacific; H. C. Bristol, Denver and Rio Grande; A. O. Inglin, J. F. Fuller, E. H. Owen, W. L. Post, Union Pacific.

Sergeant-at-Arms—George L. Hamrick, Pittsburg, Cincinnati and St. Louis.

Secretary Feltrow then presented his annual address, which gives a resume of the affairs of the association for the past year, from which we glean the following facts :

Balance in treasury, Aug. 31st, 1884, \$696.49; from membership fees, back dues and expense assessment, \$2,402.00. Total \$3,098.49. Paid out for expenses \$1,998.09, leaving balance of \$1,100.40 in treasury. Total number of members Sept. 1st, 1884, 1791. Joined during the year, 180. reinstated, 16; total 1987. Number withdrawn during the year, 77; delinquent, 294; died, passenger, 16, freight, 4; killed, passenger, 2, freight, 4; disabled, passenger, 3, freight, 2; total 403. Leaving 1585 members in good standing on Aug. 31, 1885. There are 92 in B. department only and 90 in A department only; the balance are in both departments. The association has paid claims 467 to 493 inclusive, 26 in all, and assessments 494 to 501 have been issued and \$7,508.00 received thereon a total of 34 assessments

during the year. The report does not state the number, so we conclude this does not include the expense assessment referred to in another part of the report which makes the total number of assessments 35 for the year, a very small amount for each one to pay to help the family of a worthy Bro. Conductor in case of death or accident less than \$3 per month. The highest claim paid was No. 469, \$1,583; the lowest, No. 489, \$1,400. Total amount paid out during the year on duly approved claims, \$40,504.09. Ballance on hand, \$8,608.40. Truly a flattering exhibit of this company's business during the year. The report of the executive committee is very concise and to the point. It states that it has been a hard year for mutual insurance, and it is a fact that all who are members of our various mutual associations can vouch for. They call upon all to take hold and fill up the ranks, keeping the "Old Reliable" on record as the most reliable of its class, but we must take issue with the committee when they say "it is cheaper than any other of its class," and we are afraid if parties should examine closely into the facts of the case the statement of the committee would go wide from the mark.

However that may be, we sincerely hope that when the "Old Reliable" (and rightly named she is) meets again she will have more than recovered the ground lost this year. The visiting conductors were tendered an excursion to Leadville and Geymont which was accepted. Baltimore, Md., was selected as the next place of meeting. The convention closed with a grand ball, given by the Denver conductors in honor of the visit of the convention. The following is the programme and committees:

Grand March.....	President Morrell.
Waltz.....	"Meet Extra East."
Quadrille, plain.....	H. P. Feltrow.
Schottische.....	"Change Cars."
Lancers.....	E. Dickinson.
Waltz.....	"Hold for Orders."
Quadrille, plain.....	R. E. Ricker.
Newport.....	"Carry Signals."
Waltz Quadrille.....	Train Dispatchers.
Lancers.....	"Hold Main Track."
Racquet.....	Order Railway Conductors.
Waltz.....	"Can't Pass You."
Thirty minutes for supper.....	W. W. Doty.
Caledonian.....	City Council.
Polka.....	"Tickets, Please."
Firemen's Dance.....	George L. Harrison.
Schottische.....	"Regardless of Time."
Waltz Quadrille.....	Marvin Hughitt.
Quadrille, plain.....	Punch.
Waltz.....	J. W. Morse.
Lancers.....	"To Our Passengers."
Newport.....	Chamber of Commerce
Virginia Reel.....	Uncle John Houghtaling.
Racquet.....	"Whistle Past."
Waltz-Racquet.....	"Denver."

"Home, Sweet Home."

"Don't Forget to Register."

Master of Ceremonies—H. C. Bristol, white and gold badge.

Invitation Committee—J. F. Fuller, H. C. Bristol, A. O. Ingling, W. L. Park, John H. Clark, E. H. Owen.

Reception Committee—John H. Clark, A. O. Ingling, E. Owen, G. B. Tarr, red badge.

Floor Managers—W. L. Park, C. Robinson, J. F. Fuller, A. Wilder, blue badge.

Yard Masters' Department.

All Communications for this Department should be sent to W. C. Bradley, Como, Colorado, so as to reach him by the 10th of each month.

ST. LOUIS, MO., Sept. 28, 1885.

FRIEND BRADLEY:—St. Louis Division No. 3 met at their regular hall, corner Main and Lesperance streets, Saturday, Sept. 6th, and spent a couple of hours in social intercourse, pleasantly discussing various matters pertaining to their avocations, and individual as well as mutual benefit of its members.

During the discussion it was mentioned that a special department for the use of Yard Masters was set apart in the MONTHLY, and that Division No. 3 ought to have a correspondent. The result was a choice of one. However, I cannot approve of their wisdom, for I think they could have chosen one more worthy and better qualified for the duties.

We now have a membership of fifteen, and some applications out for membership. Among our members are Charles Wendling, W. B. Carnan, John Sarber, R. Graham, J. F. Strohm, P. Birmingham and O. Champayne, of the Bridge and Tunnel Co.; J. B. Kendall, general yard master of St. L., I. M. & S., with his assistants J. B. Witchman, J. H. Hening, J. F. Ryan and T. J. McDonough. From the Mo. P., Harry Harris and F. Troyus.

This organization has not been very prosperous until quite recently, in fact, its existence was hardly known. But now, that we include such good material as that mentioned above, we feel very much encouraged. Considerable interest is being taken in the meetings which are held at the General Yard Master's office, of the I. M. & S. Ry., corner Main and Lesperance streets, on the first Sunday of each month, at 1:30 p. m., and we extend a cordial invitation to all members of the association to visit us and participate in our exercises.

It would be very natural to suppose that our membership would be much larger, in fact, one of the largest Divisions in the country, when it is known that No. 3 is located at St. Louis, the "Future Great." In summing up, to our disadvantage, nearly all the roads that terminate here have their yards on the east side of the river. Consequently the yard masters attend Division No. 11, of East St. Louis. Business is rushing now-a-days, with the exposition and the great St. Louis fair, and Veiled Prophets coming next week, together with the immense freight going south, it keeps the "boys" at work steady and lively. But I will not tire you this time. With best wishes for the success of the Y. M. M. B. A., I am

Fraternal Yours,

B. J. M.

DENVER, Col., Oct. 6, 1885.

EDITOR MONTHLY:—Division No. 8, which at the beginning of the year was thoroughly disorganized and broken up, is being rapidly built up and will soon take her place among the leading divisions in the associations.

Since the annual convention adjourned at Philadelphia, we have added eight new members, all of whom are earnest workers and will prove valuable acquisitions. We hope to double our membership before the next annual meeting. Some of our members are not evincing the interest they should, but we think before long they will be in the harness again working as of yore. We have one of the finest division rooms in the country, which is given us, rent free, by the Union Depot and Railroad Company of Denver. The room is elegantly furnished and carpeted. John H. James, a former secretary of this division never turned over the records or other property of the division to his successor in office although a formal demand was made upon him for the same, and consequently we have no complete record. Initiation fees paid him by yard masters at Cheyenne and by Geo. H. Davis of the Rio Grande Ry., at this place, have never been accounted for, the same with assessments paid to him and these things taken in connection with the actions of certain members expelled from the association for cause, have made our progress for the past year comparatively slow, but in the near future we expect to be able to write that this drawback has been overcome. Promising that we will assist in making this the banner year in the association and also help to build up the circulation of our beloved journal; we subscribe ourselves

DIVISION No. 8.

INDIANAPOLIS, Ind., Oct. 6, 1885.

EDITOR MONTHLY:—The committee on by-laws and constitution will meet here this month and prepare their report to be submitted at the next annual convention. President Campbell and other officers of the association, with representatives from Louisville, Cincinnati, Terra Haute, Decatur, Evansville, Michigan City, Cleveland, Andrews, St. Louis, Chicago, Joliet, East St. Louis, Town of Lake, and other points are expected to meet here at the same time, and will be entertained by resident members. The association is prospering, having added 190 new members this year, which is only six short of the record at same time last year. A new division has been organized at Mandan, Dakota.

I like your suggestion very much about every division subscribing for a copy of the MONTHLY, and also that notices of assessments be published therein. My idea in regard to reinstating delinquent members is that we extend a helping hand to those members who, through sickness and other misfortunes, have been unable to keep up their dues and assessments. A case has been brought to our notice lately of the above nature which excites sympathy. A Brother had the misfortune to lose one son by death and have another lose a leg by being run over by the cars. In such cases provision should be made to reinstate at a minimum cost, but those who are otherwise situated should pay up in full. I see you say there is a movement on foot to consolidate Divisions No. 15 and No. 30. I can see no good reason why this should be done. No. 15 has 105 members and No. 30 has 27. United they would make a very large division, but would they prosper any better? We hope they will act for the best interest of all concerned.

A word about my visiting divisions. It has been my wish and intention to do so, but my work so far this year, has been so great that I could not get away. As you say, the association is increasing in numbers, and each accession adds to my work. To answer the large number of letters required of me each day, and keep my books up, I find is all I can possibly do. I did have the assistance of my daughter prior to Aug. 15th, but now am doing the work alone, and hence cannot get away. We have had seven

assessments this year, two of which have been paid out of the surplus, but the amount of writing in each case was the same.

About our members subscribing for the MONTHLY. I wish all members would do so and thus help the association along. The management of the MONTHLY have certainly done all they promised. I see Bro. Wilder is a delegate to the conductors' convention, and Bro. Carney, alternate, so I suppose I will see both of them at Indianapolis.

My health is some better and I hope with cooler weather to improve.

Sincerely, JOSEPH SANGER.

—Brother John H. Reid, of No. 8, who is running a passenger train on the South Park division of the U. P. Ry, will take a trip to Cincinnati some time this month on a visit to his family.

—Brother J. M. Bacock, 1016 Lynch street, St. Louis, Mo., is correspondent for Division No. 3 for the MONTHLY.

—Brother Asa Wilder, of No. 8 is a delegate to the Grand Division of the O. R. C. at Louisville, Ky.

—Brother John C. Carney, general yardmaster for the U. P. Ry at Denver has been offered a passenger train on an eastern road, but we think he likes Colorado too well to leave.

—Brother Henry R. Hopkins, secretary of Division No. 15, Chicago, Ill., sends us the following report of that division for the year ending Sept. 30: Number of members Oct. 1, 1884, 92; number of new members, 14; transferred from other divisions, 3; dropped for non-payment of dues, 1; deceased, 3; number of members now on books, 105; Amount paid on assessments, \$16. The election of officers occurred on Saturday, Oct. 3, as follows: President, J. W. Creed, re-elected; first vice president, Peter McElroy; second vice president, John V. Gray; secretary, Henry R. Hopkins, re-elected; assistant secretary, P. Conley, re-elected; treasurer, John T. Robertson, re-elected; trustees, John Miskell, M. Shine, G. H. Crouthers, M. N. Buddell, Lewis A. Camp. The division is in a flourishing condition. The annual ball will be given on Nov. 20.

INSURANCE.

The fiscal year closes on our insurance and we review the situation with pride. For the information of all we give the number of assessments and the amount of each claim paid and you will see that we grew from 1,185 members to 2,831 members, and when we reach 3,000 assessable members every third claim will be paid from the surplus fund. The highest number assessed yet is on assessments 44 and 45—2,494 members were assessed. While on 42 and 43 only 2,183 and 2,260 respectively with the delinquent out leaves but little margin for surplus, 44 and 45, when paid, will leave about \$1,000 in surplus fund and with 46 and 47 in we will be able to pay one claim at least from surplus. We ask all brothers to use all honorable means to make the brethren see the need of joining their fortunes with ours in this branch of our order. *We have the cheapest conductors insurance in existence.* Let us support it and make it the best. We would really like to see the blanks all taken out of the table and good figures in their places. Brothers see if it can't be done we give. We give the following extract from the insurance committee's report:

Benefit No.	30.	Richard Wheldon, Division 61, paid Oct. 1, 1884.....	\$1239
"	"	31. Scott. W. Kimball, Division 146, paid Dec. 5, 1884.....	1142
"	"	32. Alex. W. Patton, Division 38, paid Jan. 14, 1885.....	1877
"	"	33. Will J. Smith, Division 20, paid Feb. 1, 1885.....	1411
"	"	34. E. F. Seymour, Division 53, paid March 20, 1885.....	1562
"	"	35. W. L. Collins, Division 9, paid March 20, 1885.....	1728
"	"	36. I. W. Osborne, Division 9, paid March 21, 1885.....	1416
"	"	37. I. I. Davidson, Division 56, paid March 21, 1885.....	1638
"	"	38. A. L. Brogley, Division 78, paid May 2, 1885.....	2000
"	"	39. Frank R. Stewart, Division 79, paid May 9, 1885.....	2000
"	"	40. J. G. Clancy, Division 96, paid May 20, 1885.....	2000
"	"	41. W. E. Ellis, Division 40, paid June 5, 1885.....	2000
"	"	42. A. T. Sholes, Division 55, paid June 27, 1885.....	2000
"	"	43. Geo. W. Traver, Division 43, paid August 1, 1885.....	2000
		Total.....	\$23,511

TABLE OF MEMBERSHIP.

[illegible]

* No members.

Yours truly in P. F.

WM. P. DANIELS, Grand Sec.

OFFICIAL.

CIRCULAR NO. 12.

OFFICE OF GRAND SECRETARY, Oct. 15, 1885.

BROTHERS—The following are reported:

RE-INSTATED

By Division No. 97, Sept. 27th, L. D. Smith.
 " " 11, Sept. 20th, Wm. J. Perdue.
 " " 37, Oct. 4th, J. McDonald.
 " " 32, Oct. 1st, I. J. Kelso.

SUSPENDED.

" " 17, June 10th, James Maxom, Chas. Bruce, Sam Woods,
 George Barker, R. Bullman, Wm. Larden, W. H.
 Powell.
 " " 22, Sept. 27th, D. L. Tenney.
 " " 26, Oct. 29th, W. H. Day.
 " " 34, Sept. 27th, Ed Bond, J. Sharp, James Mitchell.
 " " 37, Sept. 20th, Leidy Steamets, James McDonald, Peter C.
 Hoffman.
 " " 40, Sept. 6th, Henry E. Smith, George L. Caldwell.
 " " 44, Sept. 20th, J. C. Blossingham, J. F. Fuller, J. Grenslitt.
 " " 46, Sept. 20th, William King, Ira S. Holton, Adam Sug-
 gitt.
 " " 47, Sept. 14th, M. Dwyer, W. E. Green, John Cronshaw.
 " " 57, Sept. 27th, ——— Baker, ——— Conley.
 " " 81, Sept. 7th, T. C. Murray.
 " " 114, Sept. 20th, E. A. Armstrong, S. E. Bell, F. P. Dixon,
 Charles Fiatkowski, F. J. Hoke, W. C. Irwin, W.
 A. Kirk, George W. Lewis, C. M. Ludwig, Geo.
 A. Low, J. G. Mullan, J. L. McClellan, R. D.
 Meyers, W. H. Pillow.
 " " 138, Sept. 11th, Robert Blackburn.
 " " 154, Sept. 20th, W. B. Pierce.

All for non-payment of dues.

EXPELLED.

By Division No. 21, Sept. 20th, F. G. Crowell, for violation of obligations.
 " " 34, Sept. 27th, William Gallup, for defrauding division
 while acting as secretary.
 " " 47, Sept. 14th, W. J. Webster, for engaging in sale of liquor.
 Division card No. 8425, issued to Hiram Hurty, October 1st, has been
 stolen ; if presented please retain and return to me.

There are now 2,840 members in our insurance.

Yours in P. F.

WM. P. DANIELS, Grand Secretary.

THANKS.

The following communications have been received by Ed Coman, chief conductor of Kaw Valley division, No. 55, Order of Railway Conductors :

WYANDOTTE, Kas. Sept. 21, 1885.

To the Officers and Members of Kaw Valley Division No. 55, Order of Railway Conductors :

GENTLEMEN :—Permit me to express my sincere thanks to you, one and all, for the kindness and aid extended to me during the sickness and death of my late husband, A. F. Sholes, and for the prompt manner in which I have received the amount of insurance, \$2,000, held by my late husband in your order.

MRS. LAURA F. SHOLES.

Ed Coman, Chief Conductor :

DEAR SIR :—Please accept the enclosed amount, \$320.50, of division funds held in trust by my late husband as secretary and treasurer of Kaw Valley Division No. 55.

MRS. LAURA F. SHOLES.

KANSAS CITY, Mo., Sept. 21, 1885.

Mrs. Laura F. Sholes :

MADAM :—I have this day received your check for \$329.50, the amount of our division funds held by our late secretary and treasurer, A. F. Sholes, at the time of his death. I am, believe me yours, with great respect.

ED. COMAN.

In Memoriam.

"GONE BEFORE TO THAT UNKNOWN AND SILENT SHORE."

Atherton, J. L.—Died at his residence in Bowling Green, Ky., after an illness of some two months. He left a family consisting of wife and three children to mourn his loss. Prior to his illness he was employed as a passenger conductor between Bowling Green and Memphis.

Costello, J. F.—Died at his residence in St. Paul, Minn., September 27, of typhoid fever. He was a worthy member of Division No. 40. The brothers did all they could for him while alive and turned out in a body as escort to his remains, which were taken to Woodstock, Ill., for interment. Division No. 40 adopted suitable resolutions.

Keefer, Frank—A worthy brother of Friendly Hand Division, died at Andrews, Ind., September 16. Brother Keefer was the A. C. C. of No. 25 and respected by all. The division adopted suitable resolutions. They desire to thank Train Master Boynton and Superintendent Stephens for kindness shown on the occasion of his funeral.

Brown, M.—A member of Division No. 47, died at Duluth, Minn., on August 28. The brothers of No. 47 would like the address of his wife.

Kirkup, R.—A worthy member of Division No. 47 was killed at Parrywood Station by falling between two rear cars of his train. The brothers adopted suitable resolutions. Brothers Niblock, Superintendent Cammeron, train master eastern division C. P. R., and many others attended the funeral.

Gage.—Wife of brother G. S. Gage, of Moberly Division No. 49, died October 3, 1885, of paralysis. The division adopted appropriate resolutions at regular meeting held October 11, 1885.

RAILWAY CONDUCTORS' MONTHLY.

GRAND OFFICERS OF THE ORDER OF RAILWAY CONDUCTORS.'---1885.

Grand Chief Conductor.—CALVIN S. WHEATON, Cedar Rapids, Iowa.
Assistant Grand Chief Conductor.—ERWIN H. BELKNAP, Galesburg, Ill.
Grand Secretary and Treasurer.—WILLIAM P. DANIELS, Cedar Rapids, Iowa.
Grand Senior Conductor.—WILLIAM J. DURBIN, 726 Clybourn Street, Milwaukee.
Grand Junior Conductor.—WILLIAM W. FLACK, Park Hotel, Hannibal, Mo.
Grand Inside Sentinel.—WILLIAM O. MOHLER, The Dalles, Oregon.
Grand Outside Sentinel.—HENRY C. CHONIN, 131 Broadway, South Boston, Mass.

EXECUTIVE COMMITTEE.

JNO. S. RANDOLPH, Chairman, Montreal, P. Q. Albion Hotel.—Term Expires October, 1885.
 JNO. N. ROBINSON, 401 Eleventh Street, Milwaukee, Wis.—Term Expires October, 1886.
 HIRAM HURTY, Elmira, N. Y.—Term Expires October, 1887.

INSURANCE COMMITTEE.

CALVIN S. WHEATON, Chairman, Cedar Rapids, Iowa.—Term Expires October, 1886.
 CARROLL A. MILLARD, 714 College Avenue, Elmira, N. Y.—Term Expires October, 1885.
 WILLIAM H. INGRAM, St. Thomas, Ont.—Term Expires October, 1886.

PAST GRAND CHIEF CONDUCTORS.

W. L. COLLINS, CYRUS A. STANCHFIELD, JOHN B. MORFORD, JOS. H. KIMBALL.

DIVISION DEPARTMENT.

(When not otherwise given, address of officers is at the place where Division is located.)

Chicago Div. No. 1, Chicago, Ill. C. C., Wm. Kilpatrick, 229 Park ave.; Sec. and T., J. L. Kellogg, 429 Park ave. Meets 1st and 3d Sundays in each month at 10:00 a. m., at 82 West Randolph st., Chicago, Ill.

Buffalo Div. No. 2, Buffalo, N. Y. C. C., E. J. Richmond, 197 Division st.; Sec. and Treas., W. T. Jackman, Tucker's Hotel. Meets 2nd, 3d and 4th Sundays of each month at 2:00 p. m., in Stoult's Hall, over 198 East Seneca st., Buffalo, N. Y.

St. Louis Div. No. 3, St. Louis, Mo. C. C., M. r. Compton, 2336 South 11th st.; Sec. and Treas., A. V. Shermierhorn, 1235 Lynn st. Meets 2d & 4th Sundays in each month at 2:00 p. m., in Ohio hall.

Marshall Div. No. 4, Marshalltown, Ia. C. C., R. S. McMurray; Sec. and Treas., Frank M. Chapman, box 87. Meets 1st and 3d Sundays in each month at 2:00 p. m.

Collins Div. No. 5, Baltimore, Md. C. C., J. S. Messha, Calvert Station; Sec. and Treas., George Dewey, 196 Alsquith st. Meets every Monday at 9:30 a. m., at "Old Town Bank" hall, cor. Gay and Exeter sts.

Battle Creek Div. No. 6, Battle Creek, Mich. C. C., N. D. Austin, Williams House; Sec., N. E. Retallick, box 1596. Meets 2d and 4th Sundays at 2:00 p. m., in K. of P. room, Castle hall, Morgan block, Battle Creek, Mich.

Houston Div. No. 7, Houston, Tex. C. C., R. G. Qualtrough; Sec. John S. Paschal, cor. Grey and La. sts. Meets 1st and 3d Sundays in each month at 10:00 a. m., corner Congress and Fania st.

Rochester Div. No. 8, Rochester, N. Y. C. C., O. Sackett, Lock Box 6, Avon, N. Y.; Sec. Geo. H. Clark, 57 Chestnut St. Meets every Sunday at 2 p. m., Consistory Hall, over 14 State st.

Elmira Div. No. 9, Elmira, N. Y. C. C., C. A. Burr, Lewis House, Binghamton, N. Y.; Sec., C. A. Ward, 405 Columbia st. Meets 2d and 4th Sundays in each month at 3 p. m., in I. O. O. F. Temple, Water st.

Southern Tier Div. No. 10, Waverly, N. Y. C. C., M. Dearborn; Sec. Burt Hutchins, lock box 55 Sayre, Pa. Meets 1st & 3d Sunday in each month at 2:30 p. m., S. E. corner Broad and Fulton sts.

Emporia Div. No. 11, Emporia, Kan. C. C., Jas. B. Engle; Sec. and Treas., A. Dolphin. Meets in Masonic Temple 1st and 3d Sun-

days in each month at 2 p. m., S. E. corner Fifth ave. and Merchant st.

Lackawanna Div. No. 12, Scranton, Pa. C. C., John J. Farrell, Dunmore, Pa.; Sec. P. F. Duffey, 1602 Price st., West Side. Meets 2d and 4th Sundays of each month at 2:30 p. m., in German Odd Fellow's hall.

Union Div. No. 13, St. Thomas, Ont. C. C., A. W. Martin, box 251; Sec., W. H. Ingram, box 265. Meets every Sunday at 2:00 p. m., city time. Masonic block, Talbot st., East end.

Cleveland Div. No. 14, Cleveland, O. C. C., A. J. Thiemann, Collinwood, Ohio, box 13; Sec., F. A. Bunnell, 326 Lake Street. Meets 2d & 4th Sundays in each month at 2 p. m., in hall No. 52 Public Square, Cleveland, Ohio.

Stratford Div. No. 15, Stratford, Ont. C. C., Mark Wade; Sec., Samuel A. Hann. Meets 2d and 4th Sunday each month at 7:30 p. m. Forester's hall.

London Div. No. 16, London, Ont. C. C., Adam Douglas, care G. T. R'y; Sec., John McAuliffe, G. T. R'y. Meets 2d and 4th Mondays of each month at 2:30 p. m., in B. of L. E. hall.

Toronto Div. No. 17, Toronto, Ont. C. C., George Pike, 101 Dorset st.; Sec., J. H. Hall, 72 Brockton Road Parkdale, Ont. Meets 2d Wednesday and 4th Thursday in each month, Occident hall, cor. Queen and Bathurst st.

Three States Div. No. 18, Cairo, Ill. C. C., W. A. Keefe, Everett house, St. Louis, Mo.; Sec., F. M. Conlan, Vincennes, Indiana. Meets every Sunday at 8 p. m., corner Sixth and Commercial ave.

Elkhart Div. No. 19, Elkhart, Ind. C. C., H. Hunsley; Sec., G. W. Huntly, box 979. Meets 2d Sunday at 2 p. m., and 4th Tuesday of each month at 8 p. m., in E. of P. hall, corner of Franklin and Main sts.

Garfield Div. No. 20, Collinwood, O. C. C., D. R. Rogers; Sec., M. N. Hyde, box 189. Meets in B. of L. E. hall, Collamer st., every alternate Tuesday at 7:30 p. m., commencing Dec. 12, 1882.

Creston Div. No. 21, Creston, Ia. C. C., C. A. Stanchfield, box 944; Sec., George M. Loughridge, 1 box 1536. Meets 1st and 3d Sundays of each month at 2 p. m., in I. O. of O. F. hall, Creston, Iowa.

Mason City Div. No. 22, Mason City, Ia. C. C., S. W. Derrick; Sec., C. H. Mathews.

The Railway Conductors'

MONTHLY.

Volume II.

CEDAR RAPIDS, IOWA, DECEMBER 1, 1885.

No. 12.

DUTY.

FIRST SECTION.—THE SECTION HAND.

"In stormy weather," is the order,
If its storming very hard,
"Section men be out and watching,"
Like a soldier, "track to guard."
"Night or day does not matter,"
'Tis a rule of the time card.

If its very cold and freezing
And the air has snowy sails.
With my shovel for companion
I must look for broken rails.
I dare not wait for clearing
But must face the raging gales.

● Should I freeze in doing duty,
And fall out by the way,
Or yield to worn out nature—
As the best of soldiers may—
And drop out by the wayside,
Some one will surely say :
"But a trackman frozen
While he was earning pay."

RAILWAY CONDUCTORS' MONTHLY.

SECOND SECTION.—THE SNOW PLOW.

"Four thirty p. m.," on the "bulletin board."

Are the figures first greeting the sight
Of the engineer and his fireman,
Which means a terrible fight
With the falling snow and elements
While clearing the way at night.

"The cups are filled, the flanges heavy,
The rails are liable to break,
But that's what we're paid for
And so the risk we'll take,"
Say the men upon the snow plow
While preparing the trip to make.

Away they speed with resolution,
Saying: "We do not mean to fail
To clear the track of impediments
Placed there by storm and gale.
While speeding for a cut well filled
They strike a broken rail;
Are wrecked, and for life crippled,
"While on duty," reads the tale.

THIRD SECTION.—THE EXPRESS.

"A wild night boys," the conductor says
To the fireman and engineer,
"The storm has been so very hard
We can't make time, I fear,
And I think it a doubtful question
If a plow the track can clear."

But off they go determined to try
To keep up communication,
While piercing winds and falling snow

Complete the situation.
 Each man resolved to firmly do
 His duty in his station.
 Ere long they stop. No plow in sight.
 Beyond they can not go,
 And from co-workers on ahead
 Are parted by the snow.
 Then the brakeman with signal red,
 Marches wearily to and fro
 Till cold and weakness make him fall
 For those he does not know,

FOURTH SECTION.—THE SLEEPING CAR SECTION.

The passenger says, as he turns in his berth,
 "What a terrible night outside !
 But then I pay my regular fare
 And expect a 'timely' ride,
 For the company's servants, what do I care,
 They are *paid*, it can't be denied."
 "What means this slowing and halt ?"
 Why dont they clear up the way ?"
 I expect to go through on time,
 Because for my passage I pay.
 There's no good reason, I'm sure,
 For all this long delay."
 "A section man frozen ! What of that ?
 Or crippled enginemen, too.
 Only employes, and they are *paid*
 For putting the passengers through.
 A brakeman fainted while flagging !
 Well ! What if that, also, is true ?
 Each one of the paid employes
Only did what he ought to do"

S. E. F.

*REMINISCENCES OF TRAVEL IN THE EARLY DAYS OF
THE WEST.*

NUMBER I.

Traveling in the west thirty years ago was not what it is now. Trains made poor time. "Strap" rails were still in use on some of the roads. You were never sure of making connection. Trifles that now are not noticed would often delay trains for hours, causing them to be late at terminal stations, compelling passengers to wait from twelve to forty-eight hours, according as the business of the road required a daily or tri-weekly train. Hotel accommodations were of the poorest. The buildings were often scarcely more than shanties, the food abominable, while filth and vermin were almost universal. My first experience was a jaunt into Ohio (then one of the Western states) in the fall of 1854. The weather was execrable, a cold, drizzling rain had been falling for several days till the country had that forlorn, dragged appearance peculiar to such storms. We met with no serious delays until within twenty miles of Alliance. Here we were blocked by a land slide. For several rods the road was completely buried under clay and gravel to the depth of three or four feet. The conductor informed us that it would be days before a train could pass. This train would be backed to the nearest station, and we could return with it or walk ahead with him to Stumptown, a distance of two miles, where he would telegraph for an extra to take us on. We decided for Stumptown. Then came the tug of war. The banks on either side were high and steep. The soil a yellow, slippery clay and gravel. The rain had washed this down till the spaces between the ties and banks were an apparently bottomless mass of ooze. The crew bridged this over with wood from the tender. With the aid of a crowbar, and using hands as well as feet, they succeeded in reaching the top. There they procured some fence rails and returned to the assistance of the passengers. The rails were used after the manner of Alpenstocks, but they were treacherous aids, often losing their hold in the soil and tumbling their unfortunate holder headlong into the ditch. Sometimes one's feet would sink so deeply in the mud that in the effort to extricate them they would lose their balance and over they would go, clutching frantically at everybody within reach, generally carrying two or three with them in their downfall. We succeeded at last in reaching level ground, but such a sorry looking lot. We stood viewing each other for a moment with rather lugubrious faces, but the ludicrous aspect was apparent, and a peal of laughter went up that

made the woods ring. We amused ourselves making poor jokes about turning into clay and dust and other cheerful subjects inspired by our surroundings, while we removed some of the surplus mud. Then we started for town. O, that walk ! Shades of nightmares and other horrors ! We climbed rail fences, pushed through brush and weeds and waded shallow streams, the rain pouring down piteously and the fitful gusts of wind driving it in drifts in our faces. The conductor and crew behaved like heroes. (I wonder if any of them are alive and remember.) They scratched their hands and faces till they bled trying to force a way through the briars for the women and children, broke branches and pulled brush to fill in wet places so we should not sink above our shoes, and carried babies, making light of it all, while we could be only mutely grateful. By the time we reached Stumptown all the fun was washed out of us. A more doleful band of pilgrims never walked through the Valley of Despond. We found the classic village of Stumptown, worthy its name. Stumps seemed the natural product of the soil. The depot was a slab shanty ; three or four houses and a store were of the same material and style of architecture. A couple of gaunt dogs with stumpy tails, nosed round us as we entered the waiting room. A little stumpy man made a great pretence of poking the fire and trying to make some sodden pieces of slab burn. We turned to the only window and gazed out over the stumpy expanse. A scraggy half-drowned chicken was wandering aimlessly about; a woman in a calico sun-bonnet and holding high her skimpy skirts passed from one shanty to another; a man—one of the unwashed—meandered about with the forlorn aspect of a homeless dog. The ducks and geese were the only things which seemed to enjoy life, and they were in a vociferous state of ecstasy. Not a mouthful of anything in the way of food, not even a cracker, was to be had, and we saw the dinner hour come and go in an indescribable state of melancholy depression. After six hours of waiting the "extra" arrived. It consisted of an engine, tender and a freight car. As many as possible were stowed in the car and the balance hung on the engine or perched on top of the tender, glad to be on our way again under any circumstances. The stumpy station master, the two gaunt dogs, the woman in the sun-bonnet and skimpy skirts, the meandering man and the draggled chicken watching us off with philosophical indifference, while the ducks and geese fired a parting salute of quacks and squawks. After an hour and a half of jolting and jostling we arrived at Alliance, cold, wet, tired and hungry. But the depot was warm and cozy, and under the influence of the warmth, and a bountiful meal expeditiously prepared and

seasoned with that wonderful condiment, "hunger," our spirits rose to zero, and we cast about for some way to pass time, after learning that we could not leave till 11 o'clock p. m.

JOSEPHINE BRINKERHOFF.

ELEVENTH ANNUAL CONVENTION OF THE RAILWAY CONDUCTORS' MUTUAL AID AND BENEFIT ASSOCIATION.

The eleventh annual convention of the Railway Conductors' Mutual Aid and Benefit Society is being held to-day, and will be part of to-morrow in the club-room of the Pacific hotel. The convention came to order this forenoon about 11 o'clock, when the room began to fill up with the delegates, many of whom were accompanied by their wives and children. In all there were something like 125 present.

Dr. Ed Sadd, of the Chicago, Burlington and Quincy road, the president of the society, called the convention to order and asked Rev. William M. Lawrence, of the Second Baptist church, to offer prayer.

Mr. Frank Champlin, former president of the Old Reliable Conductors, Insurance Association of the United States and Canada, was invited by the president to take the seat of honor by the chair.

The first work was the appointment of a committee on credentials, as follows: H. N. Stoddard, Chicago and Northwestern; E. A. Sherman, Cincinnati Southern; R. J. Mantz, Union Pacific; E. Miller, F. & P. M. road.

The following were appointed a committee on constitution and by-laws: W. S. Sears, Joseph Packard, O. M. Simon, Ed Sellers and George Lickert.

A special committee was appointed consisting of C. A. Loomis, J. R. Sandy and B. F. Head, and a committee on resolutions: Frank Champlin, H. F. Dood and J. P. Bentley.

While the committee on credentials were at work sifting out the names of the delegates, President Sadd invited Rev. Mr. Lawrence to fill in the time by addressing a few remarks to the convention. Mr. Lawrence complied and began by saying that he had appreciated the honor of being asked to open their deliberations with prayer. He had read their debates in former conventions and had become impressed with the feeling that they came there; as some of the members had expressed it, "on a very broad gauge." He did not wish to speak to them as a minister; he had been a flour merchant before he was a minister, but he believed that a minister, first of all, must be a man, and as a man and a fellow citizen he desired to tell them that the work they did was well appreciated by the traveling public. There

was probably no other class of men so much subject to impositions by people as the railroad conductors, and they had his profound sympathy and fellowship. He thought the service rendered by their class and those in connection with it was not half considered by a great many people. If one wanted to gain a thorough appreciation of an American railway conductor and of an American railroad, he would say just let him travel for a while in Italy, as he had done last summer, and see how little they knew or cared about the comfort of the traveler. Then let him board an American railway car and meet an American conductor, and he will feel like taking him to his heart. He (Mr. Lawrence) felt safe as soon as he grasped the hand of an American conductor. He proceeded to draw a picture contrasting the ways of running railways in the new and in the old world, and closed by assuring his hearers that the great majority of the traveling people appreciated the service they gave. A vote of thanks was given to Mr. Lawrence for his remarks.

The annual address of the president was the next thing on the programme, but Mr. Sadd said that he had been so overwhelmed with a pressure of other business that he had not time to prepare one. He welcomed the delegates, saying that he had been in ten conventions of the society and the present was as large a one as he had ever attended. The membership had fallen off somewhat during the past year owing to various causes and there was not as great a surplus as could be desired. The death loss during the year had been unusually large, and there had been a considerable loss of members through loss of occupation, etc. For all that he was glad to say the society was prospering as well as it had done for the past ten years. The convention, at the close of the president's remarks, took a recess till 2 o'clock. The delegates will, after the session to-morrow, which will close the work of the convention, proceed to Boston on an excursion provided for them by the various roads. The recess to-day was occupied in making the necessary arrangements as to the disposition of the excursionists. After the noon recess "Deacon" W. S. Sears delivered the annual address, taking for his subject "I Am Thinking." His object was to show the benefits of insurance for railroad men and the necessity of mutual organization. He accomplished his purpose in an original and happy manner. The various committees reported on matters in general. The suggestion made by the committee on constitution to change the title of the society to read "of North America" instead of United States and Canada, so as to include Mexico, was voted down. The report of the board of directors and the grand secretary and

treasurer were read, the latter showing an active membership of 1,390. Benefits were paid during the year amounting to \$47,500. After the reading of a congratulatory telegram from the Order of Railway Conductors in session at Louisville the meeting adjourned until this morning, when unfinished business and the election of officers will conclude the programme. Last night the visitors were the special guests of the various theaters. They will leave to-day via the Baltimore and Ohio Road for Detroit, whence they go to Niagara Falls, Boston and Montreal.□

LIFE'S EVENING.

By many firesides in our land there sits the aged form of one who has borne the burden and heat of the the day, and is now only biding his time till the last summons comes. Let us hope that in many homes they are honored, welcome guests. The children arise up to call them blessed. There is no one whose comfort and convenience is so carefully studied. Not even the youngest in the flock receives more anxious solicitude and tender, loving care. But there are homes of which a far different record could be made—indeed, is daily made. There is no reserved place for the aged father or the gray-haired mother. They have “outlived their usefulness” in the estimation of their friends, and their care and maintenance is a burden no one is willing to bear. If circumstances will permit, the burden is shifted about from one to another till the poor wayfayer feels that there is no home for him till the grave shall call him. There is no jostling there. There is room enough. And yet this very helplessness which is the chief cause of the unwillingness to take up the support of the aged one, is in itself an appeal which must have power with every generous heart. How seldom, in these days of artificial living, do we meet with a hale and hearty old age. Life with most becomes only “a bundle of infirmities” long before three-score years are reached. And as old age creeps on we find the senses all becoming enfeebled, the hearing, sight, and speech, by which the soul holds intercourse with its fellows, gradually failing, while the stiffened palsied limbs but imperfectly fulfill their office. The mind partakes of the infirmities of the body, and all its powers grow daily weaker. The active interest which so weds the heart to the cares and business of the world becomes well nigh effaced, while trifling annoyances and vexations which the old-time vigor would throw off like a feather now presses down with mountain weight upon the heart. The grasshopper has indeed become a burden. Is here not in this very feebleness a strong claim upon your tenderest

sympathies and care? Remember how in the years gone by your own helplessness and many wants called forth the strongest devotion and most untiring care of that feeble mother now approaching her second childhood. Remember that she kept watch

• Beside you till the last pale star had set
 And morn all dazzling as in triumph broke
 On her dim, weary eye. 'Twas her face
 Which early faded through fond care for you.
 Hung o'er your sleep, daily as Heaven's light
 Was there to greet your wakening.

Even with the happiest surroundings old age must, in a certain degree be a season of loneliness and desolation. The aged traveler looks around him and finds himself almost a stranger in the world where he has lived so long. There have been great changes in the face of nature. The old way-marks with which he was once so familiar are fast passing away. He looks with a sigh upon the old familiar house as it is torn down to make way for the march of business or for a more imposing structure. When the "old brick church," which had stood for so many years in the heart of the city of New York was at last torn down, there was a great many sorrowful hearts which came daily to look on the work of destruction, and more than one of its old bricks, against which so many winters had beaten, were carefully picked up and borne away by aged worshippers in that beloved temple. No doubt they were treasured as the most precious gems all the remainder of their short pilgrimage. The little village of the old man's youth has grown to a populous city, or else has fallen into decay and is now well nigh deserted. New departments of enterprise, new modes of thought and new leaders in the affairs of the world have jostled the old ones from the stage, and with the failure of the powers of perception and judgment he is very likely to feel "the old is better." The travelers who set out with him, and many, very many, who came after him, have fallen by the way, and he stands almost alone upon the last of these "ruined arches" which span the bridge of life. How sad life would seem to us if the most of those who helped to make it glad and cheerful were away in the silent place of green-grown graves. Oh, how sad to look forever more in vain for "a vanished hand," to listen in vain for familiar footsteps gliding in through the open door. In old age the mind is ever looking backward over the past. It lives not so much in the present as in the recollections of its former life. It visits, in memory, the scenes where its early trials were endured and its pleasures en-

joyed. It has its favorite spots around which pleasing associations gather and whither it loves to return. It re-lives the checkered experience of childhood. Wanders in old familiar paths, plays again in its meadows and beside its gentle brooks. Sits again on the old rough bench beneath the old house tree or gathers wild flowers and ripened fruits of autumn along the foot-paths and sweet bowers of the well remembered wood-lands. It goes back and mingles once more in the busy scenes of manhood, braves again the hardships and fights again its rough battles, and in their memory, for the moment, the sorrows and infirmities of the present are forgotten. How different from youth to which all is future. In old age life's struggles and victories are but the buried past. Have you ever seen two aged friends meeting after long separation? You can at once anticipate their theme of conversation. They may speak for a moment of the present, its infirmities and the public interest of the day, but they will very soon drop all these to talk over old times and friends and the events in which they participated or remembered together. You can scarcely call their attention from their remembrance of the past. Their hearts cling to them and their communings over the old treasures of memory are their happiest season of earthly enjoyment. And yet when life is greatly prolonged even memory proves a treacherous friend. The Duke of Marlborough was accustomed to listen in his old age to the history of his own campaigns, and when his enthusiasm became somewhat aroused by the stirring recital he would ask from time to time who commanded. When Sir Isaac Newton was called upon in his declining years to explain some passage in his chief mathematical works he could only answer sadly, "I only know it was true once." Do you ever reflect with sadness that if by reason of strength your span of life is prolonged you are surely approaching the land of weakness and desert loneliness? There is no fountain of immortal youth from which you may drink and escape this doom, but there is a better hope for us all. We may provide for it so that our last days may be our best days. The first requisite of all is a consistent life. What can be a more gloomy sight than that of old age without the consciousness of being fully prepared for the change that awaits him? In the freshness of youthful vigor the heart may feel strong enough to bear life's burdens alone, but in old age the spirit feels its need of something else to lean upon. Then, if never before, it can offer the cry, "cast me not off in time of old age, forsake me not when my strength faileth." O, if we survey the depths and heights of all the springs of earthly joy, what can we find that will guide us through the dark valley to that land of rest

beyond the grave. Son or daughter, would you meet with love and tender care from other hands when you are old and grayheaded? With what measure you mete it shall be measured out to you again. We have heard from our nursery the story of the unnatural son, who cut an old blanket in half to give a piece to his shivering old father while he went out to beg by the wayside, and we have felt it a righteous retribution when the little grandchild asked to have his little blanket cut in two so he could give a piece to his own father, when he was old and went out to beg. There is a moral in the story which they do well to ponder who think their aged ones are a burden. If we would have the memories we must live over in our declining years glad and joyous, let us beware what treasures we are storing up. Let there be no dark spots from which we turn with an arrow of remorse rankling in our hearts. We are living day by day what will soon become to us the past. If we would have old age cheerful and bright let us set our life's work thickly with the gems of charity. There is nothing that so brightens the pathway as to have it abound in acts of benevolence. A close and selfish character can never be happy, and added years are only added wretchedness. The progress of the needy whom we have relieved will bring down a thousand blessings on our pathway. And if our alms have been in secret we shall be rewarded bountifully. It is an old Turkish proverb

"Do good and throw into the sea;
If the fishes don't know it God will."

There is a beauty and brightness around the life of a public benefactor which never fades or grows old. It is a spring of perennial joy to its possessor and will never fail of its welcome.

"Inasmuch as ye have done it unto one of the least of these my brethren, ye have done it unto me."

It is the duty of every man who can, to make provision in youth and health for the temporal wants of old age. A frugal, industrious manhood will not leave an old age needy. And when thus permitted to provide for the time of your need, see to it that you keep your possessions in your own hands till you shall be called from them. It is a marked fact and a very unflattering one to human nature, that old age meets with attention and consideration largely in proportion to the expectations of reward for it. Very rarely has an old man devised away his property to his heirs before his death, who has not had serious cause to regret it. An old man once gave his goods to his children, and a liberal portion it was to each on the condition that he should have a home with them as long as he

lived. But after a little while it became plain that he was not particularly desired anywhere, and in his trouble he had recourse to a shrewd old lawyer friend who quietly gave him some advice which he at once followed. Henceforth a strong box followed grandfather about in all his travels, and in answer to many curious questions respecting it, he said that he had a few pennies still which he intended to leave with the child where he happened to be when he died. There was quite a revolution in the home circle after this. The strife now became who should keep father the longest and make his stay most pleasant so he should not desire to go away. After his death the box was opened and found literally to contain a few pennies, also a mallet with this quaint inscription :

“ Who gives away his goods before he's dead
Take this mallet and knock him on the head.”

The aged should always have it in their power to do good to others, and to help further the many enterprises of good in which they have the deepest interest. There are many precious promises and consolations to the aged traveler as he goes tottering down life's sloping hillside. These abounding infirmities are only so many tokens that we are nearing our eternal home.

“ In Stratford on Bow ” in the days of the persecuting Queen Mary there was once a stake erected for a blind man and a lame man. Just as the flames were being lighted the lame man hurled away his staff saying “ Courage, my brother this fire shall cure us both.” So the grave shall cure us all of our infirmities. All our weakness of mind and body shall be left there and we shall awake on the eternal shores to an immortal youth and vigor never again to grow old.

W. S. S.

THEY WAITED FOR ORDERS.

There is a class of Freemasons who are as great sticklers for their rituals as the Episcopalians are for theirs. One of this sort, writes a correspondent of the *Louisville Courier-Journal*, was master of an Indiana lodge, and by an over exercise of authority came to grief. He had trained his lodge to observe his commands with absolute precision, and among the rest never to take their seats in the lodge until the gavel fell. One night he had them on the rise performing the exercises peculiar to the craft, when accidentally he slipped, stumbled backward, broke through the window sash, fell four stories to the ground, broke his neck and died instantly. Next day the neighbors were horrified at the discovery of his cadaver. They had a

grand funeral, only it was noticed that not a Mason was present. In fact the Masons had disappeared. Their estates were settled, widows married again, and in time all was forgotten. A quarter of a century passed away, when some boys, monkeying round the upper story of the court house, found a skeleton. The alarmed population broke open the doors, and a sight was presented that might have been appalling but for its whimsicalness. Thirty skeletons were standing gazing intently at the broken sash, and waiting for the master to come back and give that one knock which would enable them to take their seats. This incident may by some be deemed incredible, but I have myself seen one of the skeletons.—*Boston Herald*.

*CONDUCTORS' CONVENTION—THE EIGHTEENTH ANNUAL
SESSION HELD AT LOUISVILLE, KENTUCKY.*

The Order of Railway Conductors met in annual session at Louisville, Ky., Tuesday, Oct. 20, and closed Monday afternoon, October 26. There were about 225 delegates present, besides as many if not more visiting members of the order. Altogether, nearly if not quite 500 conductors were in attendance. Perhaps half this number were accompanied by their wives—making, all told, a rather large gathering—testing the hotels to their fullest capacity. The people of Louisville showed their hospitality in various ways; in fact those in attendance were treated magnificently. The managers of the southern exposition tendered an invitation to all to visit that magnificent and instructive attraction. The railroads tendered excursions to Marengo and Mammoth caves, and to Lexington—the heart of the Blue Grass region—probably the finest land in the world. At and near Lexington are also located several celebrated stock farms, where the finest thoroughbred horses in the country have been and are still being bred. The Blue Grass (on the farms) is used only for pasturing purposes, the grass not being cut. The nutriment in this grass is said to be marvelous.

Louisville is a nice city. Its prestige was, of course, greatest prior to the war. Still it is a prosperous and enterprising city at present. It contains a population of about 200,000, perhaps 50,000 being negroes. One cannot fail to notice the existence of that old southern blue blood aristocracy in this city, although its exclusiveness is being gradually cosmopolitanized. The great production of Kentucky whisky makes itself manifest in mammoth warehouses, and still many of us live and have our being all the same. What a field for the St. John workers. But I digress. I do not be-

lieve that this is St. John's real mission, to stop the manufacture and consumption of whisky. After the convention was over, while the majority of those in attendance returned to their homes, many took advantage of longer leave of absence and departed by different routes for the south and for the various portions of the west and southwest. Passing through Cincinnati on Sunday night a strange and dazzling sight meets the eye of an eastern man. Theatres going, saloons in full blast, and other business activity. What a commentary on the intelligence of the people of that shining city. In large headlines in the city papers was the advertisement of a ball game during the day as well. I leave the subject right here for moralists to solve. Cincinnati is running a neck and neck race with Pittsburg in being the smokiest city, with the chances in favor of the former winning. To return to the convention. Much work was accomplished at this session. A new constitution was adopted, making some important changes in the work. The insurance benefit was increased from \$2,000 to \$2,500. The annual sessions are hereafter to be held in May instead of October—the first session, under the new constitution, to be held in May, 1887, making a year and a half intervene from the past session until the next. The permanent headquarters of the Order will hereafter be in Chicago—that city being more central and more convenient in other respects for the promotion of the best interests of the Order. The salary of the grand chief conductor, Mr. C. S. Wheaton, of Elmira, was increased from \$2,500 to \$5,000 a year; that of the grand secretary and treasurer, from \$2,000 to \$3,000 a year.

Elmira Division No. 9, was represented by Charles A. Burr, delegate, and the following visiting members: Aaron Depue and wife, G. B. Wright and wife, W. J. Barry and wife, George Stanley, wife and daughter, George Lull and wife, Thomas Brown, H. S. Lewis, S. D. Bailey, C. E. Stickles and Hi Hurty. Waverly Division No. 10 was represented by Miles Hoadley, delegate, and N. L. Brown and M. J. Lull, visiting members, all accompanied by their wives. The Galt house was headquarters, and most of the Elmira vicinity contingent were quartered there. This house is a mammoth structure, and its pay-roll for help amounts to about \$5,000 a month. A tragedy occurred within its portals during the war which at the time attracted considerable attention throughout the country. General Davis had charge of the reception of northern troops as fast as they arrived, and General Nelson was quartermaster—the latter outranking the former. On one occasion General Davis made requisition upon General Nelson for arms for about so many troops. It appears the latter made comment upon the word

“about” being used in a requisition claiming it was not according to military ethics. To be brief, an ill-feeling sprang up between these two Union generals, the result of which was their meeting in the Galt house, when Davis shot Nelson dead. It has been claimed that Louisville was noted for her pretty women. It may be she enjoys that exquisite distinction, but I did not see any of them. The convention closed Monday afternoon after electing the following officers for the ensuing year : A. G. C. C., Ed Coman, of Kansas City; G. S. C., W. J. Durbin, of Milwaukee; G. J. C., W. W. Flack; G. I. S., Charles Everts, of Ohio; G. O. S., J. H. Hall; member of the executive board, E. H. Belknap, of Galesburg, Ill.; member of the insurance committee, W. S. Sears, of Adrian, Mich.

New Orleans was selected as the place for the next meeting of the grand division, on the second Tuesday of May, 1887. I neglected to say that the fire department of Louisville gave an exhibition of their proficiency, which was highly satisfactory, the department receiving the thanks and praises of the convention. In conclusion let me say that the convention's work was harmonious—according to the teachings of the order. It accomplished much good, and laid out plans for its future progression and benefit. The members of the Order, individually and collectively, were everywhere treated with hospitality and courtesy. To those in attendance it was an instructive and pleasant experience—to be remembered when the hair of those of us who are now young is tinged with silver.—*C. A. Burr in Elmira Telegram.*

CAROMED ON THE CONDUCTOR.

A party of commercial travelers were coming to this city from Buffalo a day or two ago, and a creditable amount of hilarity marked the trip. In fact, the interior of the coach occupied by them was coated with a pigment of lurid crimson. One of the drummers, a traveler for a furnishing house in this city, felt himself exhausted and took off his new, tight shoes. Then he went to sleep. A neighbor picked up a shoe and in a moment of inspiration threw it at a drummer in the rear of the car. He promptly threw it back. But his aim was ill-taken. The conductor of the train opened the door just then, and entered the car in time to get hit on the nose with the shoe, which then caromed through the open door and was lost to sight in the darkness of the night. A mournful silence prevailed in the car as the sleeper awoke and discovered his loss. As he walked home when he arrived in this city, the tracks made by his feet in the dust were peculiar. One was the clean-cut impression of sole leather, and the other looked like the track of an Indian moccasin.—*Rochester Democrat.*

Ladies' Literature.

CHIPS.

- Easily moved—a soft heart and little furniture.
- Why is it that people boot a dog and shoo a hen?
- Water reddens the rose, whisky the nose, and tight boots the toes.
- How to procure a telling effect—communicate a secret to a woman.
- A Lie will gallop through every street in the city before Truth has saddled his horse.
- Trust not him with your secrets who, when left alone in your room turns over your papers.
- The hardest rocks are made of the softest mud, just as the biggest swells are made of the smallest men.
- Man is very much like an egg; keep him in hot water and he is sure to become hardened. What method can be followed to prevent him from becoming stale?
- Ascertain the true destiny of woman; give her legitimate hopes, and a standard within herself; marriage and all other degrees would be harmonized with them.
- Life is like a pack of cards. Childhood's best cards are hearts; youth is won by diamonds; middle age is conquered by a club, while old age is raked in by a spade.
- God took his softest clay and his purest colors and made a fragile jewel; mysterious and caressing—the finger of woman; then he fell asleep. The devil awoke and at the end of that rosy finger put a nail.
- A railroad conductor was recently chosen deacon of a church. When it became his duty to take up a collection, he surprised the congregation by starting out with the characteristic ejaculation: "Tickets, gentlemen!" The contribution that day was large.
- Douglas Jerrold once raised the question whether any possession really repaid the possessor which entailed anxiety of mind." Thousands of persons raised this same question long before Jerrold was born, and thousands have raised it since, but Douglas gets the credit it appears.
- She had a voice like a siren, and when she sung—

"Mid play sure, sand pal aces, though heam a Rome,
 Be it averre, soh wum, bull there, snow play sly comb,
 H, arm from thesk eyeseam stew wallow a sheer,
 Witch seek through the whirl disneerm at twithel swear!"

 there wasn't a dry eye in the tabernacle, but if the programme hadn't said in clear, unmistakable print that she was going to sing "Sweet Home," a man might of thought his teeth loose without ever guessing it.—*Brooklyn Eagle*.

HOW WOMEN TRAVEL.

The difference between women in their mode of traveling is thrust upon the notice during every long journey. Some know how to manage, with comparative ease and comfort, to keep themselves fresh in appearance, neat in toilet, even in temper, taking anything that happens, pleasant or unpleasant, with an admirable adaptation to circumstances that preserves them in a better mental and physical condition to enjoy the pleasure of travel. On the other hand, there are those who make a needless fuss over every trifling incident, require endless attentions from companions, conductors, and porters, asking unnecessary questions, making themselves conspicuous, and exhausting their own nervous strength to a degree that totally unfits them, or any one in their company, to enjoy the trip. These are the women who generally bore every fresh acquaintance with a recital of their woes, joys, household arrangements, love affairs and private histories generally. Isn't it astonishing that they are willing to pour out these tiresome confidences into the ears of strangers? What induces them to inflict these punishments?

As a rule, however, since our traveling facilities have become so largely increased, women are beginning to understand the art of making themselves comfortable on the cars. At night some of them emerge from the dressing room, with their hair on crimpers, their heads tied up in silk handkerchiefs, and dressed for the night in either a long Princess wrapper or a dressing sacque over the skirt of the dress. They fold their traveling dresses compactly and place them under the berth, hang their hats on a hook, and put their hair pins, linen collars and cuffs, or other toilet accessories, on the projecting shelf fastened on the board attached to the end of the berth. It is better to buy an entire section; then the upper berth is yours to use as you please. You can leave it fastened to the wall, and in this way obtain more air. Better than all is to secure one of the small staterooms. A party of four can easily occupy one of these and have no bother about the promiscuous dressing room in the morning, as they are supplied with a washstand, water, and a mirror.

It has become the fashion for ladies to wear the small silk traveling caps like those worn by men, on a long railway trip or on an ocean voyage. They are lighter than a straw hat, and as they can be packed in a small space they have become quite a convenience. The prettiest ones for ladies' wear are those to be found at the Japanese stores in large cities. The Japanese caps are made of soft navy blue, brown or maroon silk, and quilted in

small blocks. We saw many ladies, on entering the cars, remove their bonnets take from their sachels pretty little caps, and place them on their heads for protection from dust and ease in resting their heads. Ladies of all ages, too, from 16 to 70.—*Toronto Globe*.

—Ladies are beginning to practice co-operation in a small way, and they find it pays. We have heard of a party of three or four, who wear the same size of gloves, that buy a dozen pairs at a time and divide them around. They also buy stockings, handkerchiefs, towels, sheeting, muslin, underwear, and other things at wholesale, and in this way they save the retailer's profit. This is hard on the middlemen, but in these days of reductions and shrinkages of income it would seem to be a measure of legitimate economy. We hear talk among them also of the Utopian facility of living so near together that they can further economize in the way of help by hiring one first-class cook to do the cooking for the four families. In this way they could secure better living than now, when each family, whether two or ten, has each a middling cook no ability beyond the common. This strikes me as an admirable idea. It is just as easy to cook for six as two or for a dozen as six. If things were so arranged—and they certainly could be—as to co-operate in cooking, laundry work and other matters, housekeeping might be so simplified as to become a business combining comfort and pleasure, instead of a toil and task beyond the mental and physical ability of most women to conduct in the best manner. The burden of housekeeping, combined with the care of children, their clothing and all the thousand and one other things together are the cause of the breaking down of most women. Modern ideas and demands are so far in advance of those of our grandmothers that the brain of a Minerva combined with the strength of Hercules could hardly be equal to the task, let alone the average woman.—*Pittsburgh Dispatch*.

A WOMAN'S EPITAPH.

Here lies a poor woman who always was tired ;
 Who lived in a house where help was not hired.
 Her last words on earth were, " Dear friends, I am going
 Where washing ain't done, nor sweeping nor sewing
 And everything there is exact to my wishes,
 For where they don't eat there's no washing up dishes.
 I'll be where loud anthems will always be singing ;
 For, having no voice, I'll be clear of the singing.
 Don't mourn for me now, don't mourn for me never,
 I'm going to do nothing for ever and ever."

THE MILLER AND THE MAID.

Across the heath and down the hill,
A-back of patient Dobbin,
The farmer's daughter rides to mill.
And mocks the thrush and robin.

For saddle she's a sack of grain,
She sidewise sits and chirrups ;
A finger in old Dobbin's mane
Is good as forty stirrups.

The miller comes—a merry blade !—
And doffs his hat and greets her—
“What wish you here my pretty maid ?”
“I've brought a sack of wheat, sir.”

“And have you gold to give for grist ?”
“Not I, we're poor, alack ! sir ;
But take your toll—a tenth, I wist—
From what is in my sack, sir.”

He lifts her lightly from her seat,
And laughs—a merry miller !—
“I cannot take my toll in wheat,
I must have gold or siller.”

“But since you've brought no coin nor script,”
He smiles and fondly eyes her—
“I'll ask no toll but from your lip—
One kiss !—who'll be the wiser ?”

The maiden blushed and bowed her head,
And with her apron fingered,
And pouted out her lips of red
Where countless kisses lingered.

“A single kiss ?” (She smiled in glee,
As who would say “I've caught you,”)
“My father said your toll would be
A tenth of what I brought you.”

The mill-stream shouted to the sands :
“He kissed the farmer's daughter ;”
But the grim old wheel stretched out its hands,
And spanked the saucy water.—*Exchange.*

Fraternal.

LUDLOW, Ky., Oct. , 1885.

EDITOR MONTHLY:—I have waited a long time to hear a report from the regular correspondent of this division, but as the brother has his hands full of work I shall endeavor, unknown to him to assume the functions of his office. Well, brother readers, you are all aware that Cincinnati Divisions No. 107 of our noble order was organized February 3, 1884, with a charter list of thirty-five members, only fifteen of whom were present. Division 107 has a good corps of officers. For C. C. we have Brother S. M. Mathers, who will represent the division ably at the next grand division; always attentive to his duties. For A. C. C. we have jolly Richard Smith: good natured, solid as a rock and attentive to all duties professionally and in the Order. Only one thing ails Brother Dick, he ought to keep his hat on as the December winds are liable to blow the hair off the top of his head. For Sr. C. we have Brother O. W. McNeelan, a popular conductor on the O. & M. railroad, and one whose interests in the order are never permitted to flag. For Jr. C. we have Brother Curtis. Everybody in the railroad and bakery business knows Brother Curtis. Always ready with an answer to all questions, he possesses a fund of humor to be envied. He is a hard worker in the interests of the order and will receive his reward hereafter. For I. S. we have Brother Devering. Everybody knows Deve; the boys of the division especially. For O. S. we have Brother Wm. Crout. Brother Crout has lately taken upon himself a new responsibility; viz., that of paying the bills of some other fellow's sister. For S. and T. we have Brother Rumbaugh, whose aim is to always be on time and keep things in shape. Last but not least, we have our first P. C. C., Frank E. Matlack. His knowledge of parliamentary rules stands him in good stead. Bluff, hale and hearty he is the pride of our division. We have a band of noble brothers who have the interests of the Order deeply at heart and whose aim is to advance the interests of the order in all respects. A hearty welcome will be extended any brother of the order who should ever happen in Cincinnati by the brothers of this division.

Yours in P. F.

GENERALISSIMO.

WINNIPEG, Manitoba, Sept. 30, 1885.

EDITOR MONTHLY:—At a special meeting of North Star division No. 47 for the election of officers for the ensuing year, the following was the result: M. F. Hawkins, C. C.; Robert Crawford, A. C. C.; Joseph Fahey, Sec. Treas.; Wm. Fogg, Sr. C.; M. C. Brock, Jr. C.; P. Grady, I. S.; H. Larose, O. S. Brothers J. Rapelje, J. Robinson and J. Fahey have been appointed correspondents of the MONTHLY, and if their pens are as mighty as themselves, I think you will have to enlarge your columns in order to admit their effusions. Brother George Bonney of the M. M., has lately entered the matrimonial arena, having taken unto himself one of the most beautiful and accomplished young ladies of Fergus Falls. George is one of those fortunate brothers who in striking their balance can reckon their friends on the credit side by the thousands, and on the opposite side nil. Brothers Ross and Maltby have lately had heirs to their fame and fortune born unto them. No wonder the worthy brothers are getting saucy and growing fat when we hear of such excellent presentations as the above. Brother M. C. Brock is getting jealous of the success of Brothers Ross and Maltby and has determined to enter the field himself, so that in my next I expect to be able to give you

something pleasing concerning our esteemed brother. Brother Thomas Brownlee, one of the oldest members of our division, as well as one of the staunchest adherents of our order, has resigned his position as passenger conductor on the M. & N. W. Ry. on account of his salary being reduced to such a rate that it was impossible for man to subsist upon it. Any members of the order who should meet Brother Brownlee and render him any favor, we can assure them that he is deserving of the same.

Yours in P. F.

JOSEPH FAHEY.

BROADVIEW, N. W. T., Oct. 3, 1885.

EDITOR MONTHLY:—In the September issue Bro. H. S. Chapman relates his experience while journeying to and from the Pacific coast. While visiting a division the matter of some brothers being out of employment was brought up, when the C. C. intimated that any of the brothers present were at liberty help him get a situation. Brother Chapman does not think there was enough brotherly interest taken in this matter. I admit there was not much, but perhaps the C. C. knew the party in question better than Brother Chapman did and the fact may account for the apparent apathy of the C. C. The Order of Railway Conductors, in common with all other orders, has its own share of members who would be better out of the order than in it. Anyhow, I don't approve of any man who is endowed with all his faculties, making a poor mouth to a division for the sake of getting a job. I never yet heard of any one being born a brakeman or a conductor. If a member of the order is sadly in need of work, with a wife and children depending on him, let him maintain his independence by taking off his coat and carrying the hod, if necessary. Anything would be better than cringing at the doors of a division and running the chance of getting snubbed. Let him work at any sort of labor until something better turns up. Some join the order expecting that they will be held up against all odds. Let them disabuse themselves of the idea at once and don't expect to much of any order and they won't be disappointed. Business on the west end of the Canadian Pacific railway continues good, everyone making good time. With the kindest wishes for the success of the order and trusting that the convention will arrange for the G. C. C. to devote more of his time to the outside divisions of the order, I remain ever yours in P. F.

BROAD VIEW.

EAST SYRACUSE, N. Y., Oct. 11, 1885.

EDITOR MONTHLY:—Central Div. No. 43 seems to be a stranger in the columns of the MONTHLY. As I have been unanimously elected correspondent for the ensuing year, I will try to keep you posted. At our regular meeting held in our room, Sept. 27, the following officers were elected for the ensuing year: George Parsons, C. C.; D. N. Lepper, A. C. C.; T. G. Murphy, S. and T.; Wm. Caldwell, Sr. C.; W. A. Fish, Jr. C.; James Montgomery, I. S.; Wm. McNerney, O. S.; T. G. Murphy, delegate to the grand division; E. P. Conklin, alternate. There being no past chief conductor present we could not install our officers. Sunday, Oct. 10, the above officers (with the exception of I. S., he not being present,) were duly installed. We have at present eighty members in good standing, and I think when you hear from me again we will have ninety-five. How will we stand then? I think about second in the United States. Wishing success and prosperity to the order, I remain yours in P. F.

D. D.

ST. JOSEPH, Mo., Oct. 6, 1885.

EDITOR MONTHLY :—Thinking that some one would like to hear from No. 141, and that we are alive and prosperous, I give a little information. We meet the first and third Sundays in every month, in Buffalo hall on Edmond between Fourth and Fifth streets. Our division now numbers thirty-one members, and although not as large in point of membership as some divisions, we are trying to excel in point of excellence. On Sept. 20 we held our annual election and installation of officers which resulted as follows: T. J. McDonald, C. C.; W. M. Bacon, A. C. C.; Charles Tyler, S. and T.; Rich Heaton, Sr. C.; L. H. Coppeck, Jr. C.; L. A. Smart, I. S.; P. F. Berry, O. S. T. J. McDonald was elected delegate to the Louisville convention.

Yours truly in P. F.

W. G. HAYWARD.

JACKSON, Tenn., Oct. 29, 1885.

EDITOR MONTHLY :—Our delegate, W. N. Harris has just returned from the convention in Louisville and gives a glowing account of it; was highly pleased with the proceedings. Now I am sure if we all do our duty from now until next convention we can say that our order is a grand success. I will mention a few changes which have taken place in the last few days. Brother M. Touchi, one of our charter members and one of the oldest passenger conductors on the southern division of the Illinois Central, has been appointed trainmaster on the Jackson and Water Valley section. Brother Touchi has for his dispatchers J. R. Hughes, chief; Ike Lee, second; Joe Simons, third; all of whom are worthy gentlemen and have been working for the company several years. Our superintendent, Jas. G. Mann and H. W. Clark, made a wise selection in selecting train master and dispatchers. The conductors are highly pleased, and especially members of Jackson division No. 149, all of whom wish Brother Touchi success. Brother N. B. Clabaugh, who was elected Sec. and Treas. at our last election, has accepted a position in the Palmer house, Chicago, Ill., and is highly pleased with his position. Was sorry to loose Brother Clabaugh from our division, but all wish him success.

A MEMBER OF JACKSON DIVISION NO. 149.

OIL CITY, Penn., Sept. 28, 1885.

EDITOR MONTHLY :—Having been appointed correspondent for the MONTHLY from this division, and here let me say, to use the slang of it, I am afraid my brothers have bitten off for me more than I can chew, however I will do the best I can towards letting the readers of the MONTHLY know what we are doing for ourselves and the good of the order. Oil City division No. 163 was organized January last with a charter membership of fifteen, eleven of whom were present. The division now has twenty members and I am glad to say is in a flourishing condition. Most of the members take the MONTHLY and would not think of doing without it. They are all insured, most of them in the order, those who are not are carrying policies in other companies. Our election of officers was held Sept. 20, with the following result: J. M. Richards, C. C.; S. Church, Sr. C.; J. C. Burnes, S. and T. (the above were re-elected); R. Fulton, Sr. C.; J. Shaughnesy, Jr. C.; C. E. Burr, I. S.; M. Liddey, O. S. Brother Burns was elected delegate to the grand convention, and will start for Louisville about October 15. We were the recipients a short time since of a present in the form of a handsomely bound album, presented by our worthy C. C., and the boys feel just-

ly proud of it. It already contains the smiling countenances of Brothers Richards, Evans, Church and Meyers, and their example will soon be followed by the rest of the members. No remarks, now, about "rogues gallery." We have heard that old dry chestnut cracked before. Brother J. M. Richards is enjoying a short leave of absence. Brother A. W. Dickinson left here Sept. 4 in company with our gentlemanly ticket agent, Wm. McCuen, for an extended trip through the west. They will visit Denver and other western cities before their return. Brother R. E. Gifford has just returned after a leave of absence of two weeks, which he spent in New York.

Yours in P. F.,

BLACK BALL.

CONNEAUT, Ohio, Nov. 1, 1885.

EDITOR MONTHLY:—It is with pleasure that I notice in the daily papers of the country, and the reports of our insurance, etc., for the past year, the prosperity of the O. of R. C. The brothers, one and all, may congratulate themselves in bringing this about in the selection of officials both capable and willing to work for the interest of the order. Keep a good commander at the front of the army and all will follow, even to death. There has been and is yet, talk from members having been expelled or otherwise dropped out, that our G. C. C. did not stand up for the order and its members as he should, and that a brother being in good standing, out of employment, stood no better show of securing same than any other. I have as yet to find the first conductor who is a member in good standing to say this. Our order should, properly, stand No. 1 in the estimation of the officials of all railroads, from the fact that it opposes strikes in every sense of the word. We, the brothers of Nickel Plate division No. 145, hope you will excuse us for not sending a delegate to the annual convention, having but few members, cash on hand rather light, and none of the brothers feeling like defraying the entire expense of representing. I see by the report of divisions, the number of members of same and the number in the insurance, that our division stands No. 1, having thirteen members and thirteen of them in the insurance. I have got our brothers interested in the MONTHLY and forwarded the names of Brothers Donlin and Waterman for same, with a fair prospect of getting the remaining members to subscribe. If all brothers work as they should for the good of the order, never forgetting obligations taken, we will come still nearer to the front and in time will run first section, (never second) but will take flags and lead the van.

Yours in P. F.

E. PHILLIPS.

GALESBURG, Ill., Oct. 21, 1885.

EDITOR MONTHLY:—I will ask a small space of your valuable little book, being duly elected as correspondent of division No. 83, to try and contribute a little, in my way, for I suppose you that read a little bit are well aware of the departure of our venerable H. W. Shaw, or better known as "Josh Billings." Such being the case, as he has quit these quarters, I will appoint myself in his place, for I have been waiting to have some others appoint me, but they don't seem to "catch on," and as Brother Ed Flynn and E. H. Belknap have sailed away for Louisville to the convention, I will "steal a march on them" and appoint myself. As I am now where I always thought I should have been, only lacking in education and knowledge too much to become a correspondent for any book or paper. You of course will be please to hear from division No. 83, and so as not to picture it on too

large a scale I will commence by first telling you our standing in finances. Our treasury is quite large owing to our economy list, See if you, readers, don't agree with me when I picture to you some of our economizing proceedings. At our last meeting, Oct. 7, our worthy Brother W. O. Salisbury proposed to the division to be as liberal as possible to our delegate, Ed Flynn. Allow him what money he needed at the convention, and said he would be pleased to see Mr. Flynn provided for in good shape, also that he for one would propose to allow the large sum of \$5, and thought that would be plenty if Brother Flynn would carry his "grub" with him. That \$5 would pay for what sights there was to be seen and other little "nicknacks" if they must have them; but as the delegate was sent on a strictly business trip he did not see why it should be an expensive affair. Brother J. S. Rich said to cheese the \$5 business and give both delegates \$5.50 and to make it binding. By that time the meeting was getting warm on joint debate and Brother Chief called us to order. But readers it does not do to spend much, so, of course, we thought if Brothers F. and B. took their meals with them, \$5 was plenty. Both brothers are considered strictly sober men so both would be as saving as possible, besides the brothers took their respective wives along and we have no doubt but that they will see that the \$5 is not spent extravagantly. I simply contribute this to show you how to be prudent, for you know railroad men have often been known to be imprudent, but we of division No. 83 are not in any way "stingy" and if you don't believe me please ask Brother W. O. Salisbury.

Yours in P. F

J. K. HOWLAND.

NASHVILLE, Tenn., Oct. 19, 1885.

EDITOR MONTHLY:—Accompanied by Brother Thos. H. Woods, of Rock City division No. 135, I left here Saturday morning, the 17th, for Selma, Ala. At Calera we were joined by Brother Ab Pittner of Lookout No. 148, who had charge of the train from that point to our destination, which was reached about 9 p. m. Upon arriving at the St. James we were much and agreeably surprised to find comfortably ensconced Brothers W. D. Brewster, J. J. Sullivan, R. H. Hudson, J. J. Chambers, P. L. McCurdy, D. A. Kelly, D. D. Curran, P. L. Coleman, W. D. Riley, J. M. Harrolson of Montgomery division No. 98, and J. Riggs, of Cleveland division No. 139. After a pleasant chat with the brothers we all joined the great silent assembly, the meeting of shadows, where no man speaketh, but all are still, and the peace and rest are unbroken. Before the morning meal we strolled out for a birdseye view of the city, and found it a most charming one, the streets are all broad and kept in perfect order. The constitutional gave us fine appetites, and after doing full justice to an excellent breakfast we repaired to the Masonic hall and found nine charter members. Seven of that number were brought in, the other two being reserved for initiation, and the new division instituted by communication. The division was then opened by the following officers: Robert C. Cowardin, D. G. C. C.; W. D. Brewster, A. G. C. C.; J. J. Sullivan, D. G. S. and T.; R. H. Hudson, D. G. Sr. C.; J. J. Chambers, D. G. Jr. C.; P. B. McCurdy, D. G. I. S.; D. A. Kelly, D. G. O. S.; Thomas H. Woods, D. G. M.; D. D. Curran, I. O. The first and second degrees were then conferred upon the remaining candidates, to exemplify the work, after which the division went into the election of officers with the following result: W. H. English, C. C.; P. H. Norris, A. C. C.; G. B. Finley, Sec. and Treas.; A. P. Jones, Sr. C.; Thomas Scale, Jr. C.; Charles Ivey, I. S.; J. S. Ham, O. S. The officers were duly installed. By vote the name of the new division is Selma No. 185. Time of meeting, first and third Sun-

days in each month.. Delegate to grand division, W. H. English. The following members constitute the new division ; W. H. English, A. P. Jones, Thomas Scale, Charles Ivey, G. B. Finley, W. H. Worthington, John S. Ham, P. H. Norris, S. D. Jameston. After the formal business we were highly entertained by an impromptu speech by Brother Jere Sullivan, of Montgomery No. 98. I hereby return my sincere thanks to the brothers of various divisions who so ably assisted. The division was closed in due form by the officers, after which we were driven to the depot, boarded the train for Montgomery. We had a spicy and pleasant chat with the genial knight of the bell cord, Brother Glenn, of Montgomery No. 98. To proprietors Dedman, of the St. James, at Selma, and Watt, of the Windsor, at Montgomery, we wish to return unbounded thanks for their innumerable courtesies, which were heartily appreciated by all.

Yours in P. F.

R. C. COWARDIN.

AURORA, Ill., Sept. 21, 1885.

EDITOR MONTHLY :—Sunday, Sept. 20, will be long remembered by the conductors and wives of Belknap division No. 96, the occasion being the public installation of officers, in which the wives of several of our most popular members 'held high seats of honor, while the officers elected for the coming year took the oath of office. At the conclusion of these ceremonies we repaired to Hotel Evans to partake of a bountiful repast prepared by the genial proprietor, Mr. Woods. It was a goodly sight, and my pen is too feeble to do the subject justice. The table fairly groaned under its luxurious weight, and we will say to our friends that when coming to Aurora and in need of a good meal stop at Hotel Evans. After this we returned to the hall and listened to some eloquent speeches from the newly installed officers. At a late hour we said good night to the brothers of the O. R. C., hoping for many returns of the happy occasion.

S. J. W.

DUNKIRK, N. Y., Oct. 31, 1885.

EDITOR MONTHLY :—It may surprise you some to see my name signed to this letter, as it has been so long since I have expressed by letter or word my pleasure at the grand success of the order. Although I have not been able to mingle with the brethren in active life, my thoughts have gone out toward every new system of general improvement for the good of the order, and I have waited with hope 'till I have seen accomplished what we started out after in the beginning. A general unity of spirit of all the railway conductors of the country for the elevation of our calling to make it one of honor and trust. A band of workmen of a noble calling, trustworthy servants in the great railway system of our country. There were many discouragements in the beginning, many misgivings that our object would prove a failure, but thanks to the untiring zeal of many of our noble leaders who gave us a promise of reward and labored for the good of the order. A majority of all the great improvements of our country have been attended with difficulties, but reward at last brought rejoicings to millions of anxious hearts. I look to-day with pride at the grand success of our undertaking, and the long list of names attached to our membership, all, I trust, laboring for the general advancement and perpetuity of our order. I am glad that there is such a general disposition among the brethren to make the position of railway conductor one of honor and trust, that the millions who annually travel under our care and protection can see that we are worthy of trust, and a band of honest and faithful servants. I am glad

that by action of the annual session at Louisville, it was decided to establish a permanent location for our general business transactions, and I hope that we may be able by a general subscription to purchase a home of our own and thereby save rents. I am pleased with our insurance department, and I am satisfied that it is the cheapest and safest of any in the country. Our MONTHLY furnishes all the important railway news and is first class in general information on all railroad matters. I am happy that we have been able to achieve so much in the few years of our existence, and hope that there may be no laxity of spirit among the brethren to maintain its good name. If we follow our precepts and live agreeable to our calling we shall be honored by all. I regret that circumstances prohibit me from mingling with you in the future as in the past, but remember me as with you in spirit in all things for the good of the order.

Ever Yours in P. F.

G. B. EVARTS.

KANSAS CITY, Mo., October, 1885.

EDITOR MONTHLY :—In accordance with previous arrangements Brothers Fred Gillette, C. C. of division 79, Peoria, Ill.; Fred Hartman of Henwood division 74, Decatur, Ill.; Judd Hohl, S. and T. of division 55; Aechternacht and myself boarded the night express on the A. T. & S. F. bound for Topeka, the capital of the great state of Kansas, for the purpose of organizing division No. 179. We found ourselves in the care of Conductor Beals, late a member of division No. 11, but now the C. C. of the new division. On arriving at Topeka at 12:30 a. m., we found Brother Marshall, late of No. 11, waiting to escort us to the hotel, and in a short time each brother was resting soundly. Sunday came in bright and fair, telling us all we would have good weather, a good meeting and a good division. At 10 a. m. we repaired to the hall and entered at once upon the duties of organizing a new division. The special session of the G. D. was opened with Brothers Ed Coman as D. G. C. C, Fred Gillette as D. A. G. C. C, Judd Hohl as D. G. S. and T., Aechternacht as D. G. Sr. C., Fred Hartman as D. G. Jr. C., A. G. McCoy as D. G. I. S., J. Dwyer as D. G. O. S. The application for the charter being signed by nineteen brothers who had withdrawn from Emporia division No. 11 for the purpose of forming this new division, seventeen of them being present, viz.: M. McCambridge, F. W. Butterfield, M. N. Benson, G. W. Lewis, John Harelle, George Colbert, Harry Campbell, W. F. Shaefer, C. C. Fellows, C. W. Avery, A. D. Frelton, Charles H. West, Samuel Black, H. M. Marshall, B. H. Miller, W. W. Proctor, were all initiated by communication, and the meeting then took a recess until 2 p. m. for the purpose of going to the depot to meet the brothers from Kansas City, Atchison and Emporia. The trains being on time—another good omen—we received a large addition to our number. Brothers H. C. Rice, A. W. Williams, S. McGonegal, Norman Watkins, D. Luck, J. P. Sheridan, E. P. Sullivan, all of No. 55, and from Atchison came J. H. Town, C. C. of Carver division No. 28, Jas. White of No. 65, H. J. O'Brien of No. 11, F. M. Hover of Palestine division No. 77, and a host of other brothers who escaped my register. We all repaired to the Windsor hotel for dinner, and after a good time at the table (this is a prohibition state) we all marched to the hall and opened in due form. The superintendent and train master of the A. T. and S. F. railway having been invited to call upon us a committee of Brothers Marshall and Lewis, with carriages started after the gentlemen, and as soon as the committee reported the meeting took a recess for the purpose of receiving the gentlemen, and upon your humble servant devolved

the duty of receiving Superintendent Chase and T. M. Nichols, and explaining to them the principles of our order, and I feel as though I had convinced our visitors that our order is a good institution, as I have never heard such a strong endorsement and encouragement for our order from any railway official as Supt. Chase and T. M. Nichols gave us. After a few minutes of hand shaking, Messrs. Chase and Nichols departed, the former going direct to the train on his way to Chicago. The session then resumed business, and the work of the first and second degrees fully exemplified by Initiation and Promotion of John B. Rew. Bros. E. P. Sullivan of 55 and James White of 65, E. B. Harner of 77, acting as tellers, the election of officers took place and resulted as follows: Wm. Beals as C. C., W. W. Proctor as A. C. C., C. C. Fellows as S. and T., George Lewis as Sr. C., C. E. West as Jr. C.; Frank Butterfield as I. S., M. N. Benson as O. S. The officers were then installed, Brother E. P. Sullivan acting as installing officer, Fred Gillette acting as marshall. The work of instructing the new division continued until time for supper when a recess was declared to meet at 7:30 p. m. At the evening session it was decided to call the new division Topeka No. 179, and will meet every first and second Sunday in each month at 2 p. m. The evening session was a school of instruction for us all in the secret work, and was a great benefit to us all. The following resolutions were unanimously adopted:

Resolved, That a vote of thanks be extended by the visiting members and also members of Topeka division No. 179 to Superintendent E. J. Chase and Master of Transportation T. M. Nichols, of the Atchison, Topeka and Santa Fe railroad, for their kindness in furnishing transportation and also in arranging to have the various members present to participate in the organization. And we are especially indebted to Messrs. Chase and Nichols for their presence at our meeting, and for the words of encouragement they expressed for the welfare of our order.

Resolved, That the visiting brothers attending the organization of Topeka division No. 179, extend their most heartfelt thanks to the brothers of the new division for their untiring zeal and efforts in looking after our welfare while in their city and for the kind attention they have shown us during our stay in the city of Topeka.

Resolved, That this expression of our gratitude be entered in the report of the D. G. C. C. and published in the Topeka and Kansas City papers.

I have never seen a division organized under more favorable auspices. The material is good of the right character to make a successful division. The officers show a determination to work hard and bring Topeka No. 179 to the front, and the encouragement and advice given to us all by Supt. Chase, who had run a train for over twenty years, and his promise to do all he could for the order and the kind words from Transportation Master Nichols, will encourage the brothers to continue steadfast to the principles of our order. Evening service closed at 10:30 p. m.

All of which is respectfully submitted.

Yours in P. F

ED COMAN.

DEKALB, Ill., Oct. 19, 1885.

EDITOR MONTHLY:—At a special meeting of Chicago division No. 1, held Sept. 30, 1885, the following roster of officers was elected for the ensuing year: Wm. Kilpatrick, C. C.; A. S. Hart, A. C. C.; J. L. Kellogg, S. and T.; A. W. Bellows, Sr. C.; W. A. Stimson, Jr. C.; E. W. Shipman, I. S.;

F. B. Ogden, O. S.; A. W. Connors, delegate to grand division; Wm. Kilpatrick, alternate; James Curran, trustee for three years. The session was well attended and interesting throughout. The retiring officers were given a hearty vote of thanks for their services during the year, and assured the new officers that they would give them their hearty co-operation during the coming year. One of the signs of health in our division is the absence of all jealousy or strife for place, each member working for the common good of the order. No. 1, while she heads the list in the nomenclature of divisions, has fallen behind the standard indicated by her solitary figure, but the day is drawing near when she will again march to the front ranks and raise her eyes toward the banner. Chicago is a great city and needs a great division, where all members, visiting or otherwise, will be "at home." To reach this point is the Alpha and Omega of our aim.

Yours truly in P. F.

J. L. KELLOGG.

WEST PHILADELPHIA, NOV. 3, 1885.

EDITOR MONTHLY:—I see in my item in the November issue of the MONTHLY that I have made a clerical error which I wish to correct. In regards to initiating and promoting some nine in our division, where it reads that the most of them were railroad, it should read that the most of them were reading men. On my arrival home from Louisville I found that our worthy brother, Robert Cline, had met with a very serious accident, and was laying at death's door at the Presbyterian hospital, from a compound fracture of the skull caused by falling from the top of a semaphore signal pole about twenty-five feet high, which he had climbed to get upon Spring Garden street bridge, a quick but dangerous way of getting up from the railroad. The doctors have grave hopes of his recovery. Brother Cline became a member of our order on the 3rd of last May and has been a very active worker for its welfare. Brother Cline is respected and much thought of by all that know him, and it is the earnest wish of all that he will rally through and be with us at our meetings soon again. I have not been able to get around yet to see what has been going on since I have been away, but I am satisfied that all of our boys are on the lookout for anything that will advance the order. The settlement of the yard conductors' question was quite a blow to some who did not avail themselves of the opportunity to go into the order while we were in ignorance of the law. Now they are left, and that is the way I find that a great many are in our order in regard to our insurance. They intend to go in but keep putting it off until destiny settles the question and they are left, and their families are left to the charity of their railroad friends and comrades, a class of people who are ready at all times to share their mite with their fellows in distress. Come, brother, rise and shake off this apathy and swell the ranks of our insurance and let us see if in the next meeting of the grand division we cannot have 6,000 instead of the present number, 2,800. We can do it if you will but help. I see that some of the MONTHLY's correspondents do not sign their names in full. I am very sorry for their items are good, and would like to know who writes them. Come, brothers, don't be ashamed of your articles or your name. We are gaining new recruits, at every meeting we have two or three to initiate or promote. Our division aspires to be the banner division, and we are working to that end. Can anybody tell me if Brother Richardson has worn out those shoes yet? That is all for the present. Wishing success to the order, I remain

Yours in P. F.

WM. J. MAXWELL,

Cor. Sec. West Philadelpha Div. No. 162.

BELLEVUE, Ohio, Nov. 8, 1885.

EDITOR MONTHLY :—Bellevue division No. 134, at a special meeting held Sept. 13, elected the following officers : M. H. McElwain, C. C.; Ben F. Bell, A. C. C.; James Sprigs, S. and T.; C. B. Campbell, Sr. C.; Robert Elzebeck, Jr. C.; E. Quigley, I. S.; Thomas Connors, O. S. and past C. C.; E. L. Crawford, delegate and past A. C. C.; M. J. Marman, alternate to grand division. On July 7, 1886, this division will be opened two years. We have thirty-six members in good standing and a good working division. We are particularly well pleased to announce the promotion of Brother Henry Shaffer of Buffalo division No. 2, to the position of train master of the eastern division of the N. Y. C. & S. L. Ry., with headquarters at Conneaut, Ohio, vice Frank Eastman resigned. Brother Shaffer is the oldest conductor on the N. Y. C. & S. L. Ry. eastern division, and will give satisfaction to the management and employe alike. Mr. Frank Eastman, whom all respected and whom all shall miss, was made the recipient of an elegant testimonial in the shape of a silver tea service accompanied by an elegant memorial, unique in design and costly framed, with each employe's name italicized in two colors on the parchment. Mr. Eastman, when asked for pointers concerning the men he was about to turn over to his successor, he remarked, "they are all good men and there is not a crooked hair in any of their heads," which speaks better than anything I might write of the character of F. E. Bro. A. Murphy, with Delegate Crawford, attended the convention and report having a pleasant time. Brother Crawford at the last meeting gave us in open division a very interesting account of the convention. For the information of any worthy brother who may be traveling our way, and also for the register of the MONTHLY, our meetings have been changed to every alternate Sunday at 2 p. m., commencing Oct. 4, 1885, and our address Bellevue, Huron county, Ohio. We have had two levees and they were the events of the season and a success financially as well as socially, although the last one was handicapped with a miserable rain all day and night. The elegant Palace rink was comfortably filled with a select assemblage of the elite of Conneaut, Cleveland and Loraine, who tripped the "light fantastic toe until the wee small hours," and the question that agitates the lovers of Terpsichorean festivities is when will Bellevue 134 give their next levee. I promise you the insurance will hear from us shortly.

Yours in P. F.

NICKEL PLATE.

DENVER, Col., Nov. 2, 1885.

EDITOR MONTHLY :—If in order I would like to occupy a short space in the MONTHLY to say a few words for division No. 44. We are considerably on the qui-vive in regard to the deliberations of the grand division lately in session at Louisville, but will have to wait the arrival of Asa for reports, but he has taken a trip east after the adjournment of the grand division. We do not think for a moment that Asa got so much of Kentucky straight that it was necessary to take a crooked road home! Oh, no, we do not think that but as Brother Park, of No. 35, also a delegate, has returned and brought in his regular run on Saturday morning, it causes some to ask where is Brother Wilder. Brother Park visited with us yesterday and gave us a little outline of the doing of the session of the grand division, but not in detail, as he felt a delicacy in talking on the subject, as this was Brother Wilder's field. Division 44 held a very interesting meeting yesterday, had a good attendance and much interest was manifested, especially after a severe jacking up by Brother Rathburn, our chief conductor. We did not get a kick undeser

ved

and so submitted to his thrashing most gracefully. One initiation to the first degree, one promotion to the second degree, two applications balloted for and accepted, two applications referred to the proper committee, etc., so you will conclude we are in a prosperous condition. Oh, yes, another very pleasant and important feature of yesterday's proceeding was the presentation of a fine silk banner, bearing the noble initials "O. R. C., Division No. 44," by Brother Wirtz, of 44, and from the hands of one of Iowa's fair ladies, Miss Maggie Maher, of Centerville, Iowa. She, with Brother Wirtz, will accept a vote of thanks from the division. May their future path be adorned with flowers of sweet perfume. Brother Boynton, who has been afflicted so long by paralysis of one side, is slowly gaining strength, and we hope soon to see him resume the badge as also his regular run. Brother Rathburn who received severe injuries a few months ago by twisting his right knee out of joint in ejecting a dead beat from his train, is also recovering slowly and we hope to be able report his complete recovery in our next. Brothers Boynton and Rathburn are veterans of the D. & R. G. Not wishing to infringe too much upon your valuable space or patience, we will close. Wishing you, the grand division, the grand officers and the order in general the best of success, I will say *au revoir*.

Yours in P. F.

MORE ANON.

ST. LOUIS, Mo., Nov. 9, 1885.

EDITOR MONTHLY:—At a regular meeting of St. Louis division No. 3, Sept. 13, the following officers were elected: M. F. Compton, C. C.; W. F. Lewis, A. C. C.; A. V. Schermerhorn, S. and T.; J. B. Hitchman, Sr. C.; W. M. Wheeler, Jr. C.; G. P. Buffington, I. S.; Pearl Nickell, O. S.; L. P. Martin, delegate to grand division; M. F. Compton, alternate, also correspondent to MONTHLY. Division opened prompt with twenty-eight members present. In reading the November issue of the MONTHLY I see other divisions as well as St. Louis division No. 3, has trouble in finding their own members. The way some members act in regard to this matter it looks as though they merely joined the order to see what its secret workings are, and to help them travel around over the country. When they leave a road they say nothing to their division secretary, and after getting to work again they seem to think, Oh, he will find me soon enough. This makes more than double work for the secretary, besides it is detrimental to your own interests. If you expect to make the order a success you must expect to give it your support, and not only with your pocket book, but with your presence at the meetings of the division. It is poor encouragement for your officers to look around the room and see nothing but empty chairs; and when the roll is called to hear so many names called with the following response—absent. I am in hopes this will reach some brothers of No. 3, and that they will respond without having their names put in the MONTHLY for all to read.

Yours respectfully in P. F.

M. F. C.

MOBILE, Ala., Nov. 3, 1885,

EDITOR MONTHLY:—Our delegate, P. J. Collins returned from the convention at Louisville on the first of this month, and has given a description of how things are done. We are all pleased with what he tells us, he says that our worthy chief is the right man in the right place and he can't see how anyone can speak of him otherwise. I hope there will be no more kicking now from that source, as it seems our worthy chief surely vindicated himself before the convention of all that a few have seen fit to prefer against

him. Division 178 is young in the cause, and until now was unprepared to either censure or defend him, but since the return of our delegate we are solid on the side of the defense. I hope that prosperity may accompany him both personally and officially. I hope the next convention will show more members in the O. R. C. I was surprised at the membership not being larger, but nevertheless where there is a will there is a way, and let every brother put his shoulder to the wheel and I think that division 178 will be in the front rank. We have four to initiate at our next meeting and three applications to act on. With my best wishes for the good of the order, I am yours in P. F.

T. E. BUCKLEY.

ANOTHER "NEW DELEGATE."

After the Grand Division was called to order Monday morning the following telegram was read :

HUNTINGTON, Ind., Oct. 25, 1885.

Grand Chief Conductor and Members:

A new conductor arrived here at 4:00 p. m. to-day and the blank on his credential is not filled. Will the grand division please fill?

MR. AND MRS. E. J. LITTLE.

On motion of Brother C. F. Hammond, the Grand Secretary was instructed to send the following :

LOUISVILLE, Ky., Oct. 26, 1885.

E. J. Little, Huntington, Ind.:

The Grand Division sends hearty congratulations and suggests that the blank be filled with the name of Louis V. Little.

WM. P. DANIELS, Grand Secretary.

In due time notice was received that the name was accepted, and a silver cup and the following letter was sent by Brother Hammond :

Louis V. Little, Huntington, Ind.:

MY YOUNG FRIEND:—As I have had a hand in giving you the name which you will bear through life, I deem a word of explanation and advice due you. Thirty-nine years ago to-day I began life as *you* have, in the "*milk business*," and had no more to say as regards my name than you have at present. The only advantage I now have over you is that I am *six* foot *one*, and you are probably *one* foot *six*, and I am not in your line of business. You are, probably a "kicker," and that is your privilege, but in later years I hope you will not do so, except so far as the milk is concerned, and in order to make your present diet as palatable as possible, I beg your acceptance of this cup from me, from which to drink when you can do so of your "own free will and accord." Be good.

Sincerely yours.

C. F. HAMMOND,

Delegate Div. No. 157, Boston, Mass.

Brother Little was the delegate from division No. 120, and the record shows that he was excused from farther attendance Saturday.

BINGHAMPTON, N. Y., Nov. 8, 1885.

EDITOR MONTHLY :—At a special meeting of the Order of Railway Conductors held at our rooms on Sunday, Nov. 8, at 10 a. m., the following officers presided : C. C., C. A. Burr, of division No. 9; A. C. C., W. J. Sullivan, of division 154; Sec., W. E. Carpenter, of division 154; Sr. C., Howard Ev-

ans, of division 45; Jr, C., Brother Wise, of division 2; I. S. Brother Parker, of division 150; O. S., A. A. Love, of division 2. Grand Chief Conductor C. S. Wheaton was present and proceeded to exemplify the first degree in every particular to the entire satisfaction of all present, which occupied the time until 12:30, when we adjourned to until 2 p. m., at which time Brother Wheaton immediately proceeded to exemplify work in the second degree, which he fully explained in all its details, giving fully as good satisfaction as in the preceeding degree. There were a great many questions asked Brother Wheaton by the members which were answered at once, which took up the entire afternoon until after 6. There were many brothers present who had never been able to meet Brother Wheaton, and all complimented him very highly. On account of the very unpleasant weather there were not as many present as was anticipated. The following were visiting members: C. S. Wheaton, Grand Chief Conductor; Bros. Wise of No. 2, Hi Hurty of No. 6, C. A. Burr of No. 9, A. A. Love of No. 2, W. L. Collins of No. 9, L. S. St. John of No. 104, Charles Nicols of No. 12, A. G. Tunison of No. 168, W. W. Moore of No. 168, Howard Evans of No. 45, C. S. Sparkers of No. 45, M. Harding. of No. 12, R. A. Mead of No. 45, Lon Coyne, Henry Talmadge, Burt Howe, Eugene Wilmot, Tom Coddington, Dick Stack, Charles Lawrence, A. Stevens, Chester Shaw, Ira Preston, all of No. 129; Dan Hall, Tom Parker, W. H. Regan, J. M. Evans of No. 150. The meeting was very pleasant and instructive to all, and it is the wish of Binghampton division No. 154 that Brother Wheaton will be able to meet with us more frequently in the future. Wishing the order in the future, as in the past, success, I remain truly yours in P. F.

W. E. CARPENTER.

KEYSER, WEST VA., November 2, 1885.

EDITOR MONTHLY:—This being our first regular meeting in this hall, which has been tendered us by the officers of the B. & O. R'y Co., it is but right and proper that we should tender our thanks for same, therefore be it

Resolved, That the thanks of this division are due and are heartily extended to B. Dunham, General Manager, David Lee, General Superintendent, and C. A. Woodman, Agent at this station, for kind favors extended to members of our order and to us as a division, in furnishing hall room and transportation to our members and visiting brothers in organizing this Division.

Resolved, That the members of this division do most heartily appreciate these favors at the hands of their superior officers, and be it further

Resolved, That we shall endeavor by carrying out the principles of our order and by being faithful to our employers to merit a continuance of those favors,

Resolved, That these resolutions be spread upon the minutes and published in the O. R. C. MONTHLY and in the local papers of Keyser, and a copy furnished each of the officers named therein. On motion the same was unanimously adopted.

S. M. TAYLOR, C. C.

J. M. MATLICK, S. & T.

Railroad Rumbblings.

—Howard Rhodes, flagman, and Thos. Pratt, operator, have been arrested for manslaughter on account of the recent terrible collision on the Pennsylvania railway near Jersey City.

—President Mann, of the Mann Boudoir Car company, has made a contract with the Boston & Albany road for the permanent running of cars of the company over that road.

—We are sorry to note the many changes made by the Atlantic & Pacific. The wholesale dismissal of employes and employment of new ones *may* be beneficial in a few instances, but we believe it of doubtful utility in all cases and injurious in most.

—The French railways annually kill one passenger in every 2,000,000 carried; English railways, one in every 21,500,000. French railways annually wound one passenger in every 500,000 carried; English, one in 750,000; Belgian, one in 1,650,000, and Prussian, one in 4,000,000.—*Exchange*.

—Dr. Given, of this city, has patented a foot guard for frogs, switch and guard rails, which from an inspection of the model, we believe to be the best we have ever seen. It is made of malleable cast iron with two hard rubber stops on each side to hold it in place. It will soon be given a practical test by actual use in the yards here when we shall speak of it farther.

—A company in England has originated a curious way of doing business. It publishes a railway guide and undertakes to pay to the relatives of any one killed in an accident \$1,000, provided a copy of the last issue of the guide is found on the body. The price of this publication, which is published monthly, is 6 pence.—*Exchange*.

—The *Railway Age* continues its crusade in favor of the abbreviations Rd. and Ry., and it has the full support of the MONTHLY, though we would go a step farther and advise that "railroad" and its abbreviations be abolished entirely. As "railroad" is a part of the corporate title of many companies, we do not expect it to disappear very soon, though railway might well be used except in cases where it is necessary to give the legal title.

—"I wonder if anybody in Chicago stops to think of how great an industry the railroad business is in this town," remarked a man who knew. "Here is Huntington's little railroad guide and it gives news by the square inch. Nov. 1 is a date to start from. Now, how many trains do you suppose come into this city in twenty-four hours? Well, 754. Now, how many passengers come and go? Well, over 60,000. The Northwestern roads bring in 18,000 every morning and carry out the same at night. The Illinois Central handles 15,000 suburban passengers daily each way. The remainder of the suburban concourse is accommodated by the Rock Island, Burlington, and the smaller roads. Chicago is fast developing an out-of-town patronage. People are getting out. Those who rent want to rent cheap, and those who buy, unless very rich, are looking for small-priced bargains. On through traffic everybody comes to Chicago. St. Louis used to have through lines. They exist no more. People traveling from the east to the west come to Chicago as naturally as the young turkey takes to the tree tops."—*Chicago Herald*.

A RAILROAD HOTEL DESTROYED.

The large hotel situated at Lawrence Junction, about half a mile from Mahoningtown, was completely destroyed by fire on the morning of November 8th. The building was about 40x80 feet and three stories high. It was built and furnished by the Pennsylvania company about a year ago at the cost of \$15,000. The company constructed the building ostensibly to have their employes where they could lay their hands on them at any time, and for this reason any one refusing to board at the hotel was unceremoniously discharged.

The wife of the hotel manager, J. W. Steen, was the first to discover the fire, the smoke having penetrated her room. She awoke her husband, who immediately ran through the building crying "fire." He then assisted his wife and baby out of the burning building, which in ten minutes after the discovery was wrapped in flames. There were twenty-four persons in the hotel at the time, and some were so nearly suffocated that they could scarcely be aroused. Mr. Steen in describing the affair to the *Dispatch* correspondent, said that ten minutes after the fire was discovered the building was all ablaze. His anxiety for his guests was most intense, and he was so nearly overcome that it was with difficulty that he succeeded in dragging himself out of the building.—*Pittsburgh Dispatch*.

A GREAT PIECE OF ENGINEERING.

The Baltimore and Ohio people have commenced work in earnest on the bridge over the Susquehanna river on their route from Baltimore to Philadelphia. The bridge consists of ten spans on high stone piers and three pieces of viaduct iron work. It is 6,315 feet from end to end and is 95 feet above mean low tide. The spans had to be made long, because the river is so deep that building piers was very expensive, and the bridge was placed so high because the company did not want to have a draw, and the people of Port Deposit, four miles below, claimed that it would destroy their commerce if it were any nearer the water. So the bridge will stand on high, slender piles of granite, between 400 and 500 feet apart, and high enough above the river to allow the passage under its iron girders of the biggest schooner that comes up the river without unshipping her top mast. The most difficult part of the building of the bridge was finding a solid foundation for the piers. Pier No. 2, over the Hartford side, had to be built down through fourteen feet of water and fifty-five feet of mud, and pier No. 3 through sixteen feet of water and nearly fifty-nine feet of mud. The next pier went down sixty-one feet below the surface, thirty-two feet of mud having to be passed before the rockbed was reached. Pier No. 8, over on the Cecil side, had to be sunk eighty-seven feet, and No. 9 went down seventy-two feet, thirty-one feet being mud on the river bed. The foundations for the piers were made by the pneumatic caisson process. Some of the spans of the bridge are of remarkable length. There is a through span 520 feet long between piers 4 and 5 over the Hartford channel, and a deck span of the same length between piers 8 and 6 on the Cecil side. The others vary in length from 200 to 480 feet, and a piece or viaduct, which runs across Watson's island, is 1,941 feet in length. There are but two other through spans 520 feet long in the United States. The cost of the bridge will be within \$2,000,000.—*Exchange*.

AN ENGLISH RAILWAY TRAIN.

The first impression which an American who is experienced in railway traveling in his own country derives from the exterior aspect of an English train is unfavorable. The cars, as he must necessarily call them, seem to be small; they lack, apparently, the weight and solidity of the American passenger coach; the compartments are narrow, the ceilings low, the ventilation apparently doubtful. They stand upon two, three, or more pairs of gaunt, high wheels, to the axles of which their springs are directly geared. He misses the little independent vehicle, the truck or bogie, with its four or six small compact, solid-looking, wide-flanged wheels, which sustains each end of the American car—that rolling gear which looks so strong, so adapted to inequality of rail or curve, so resourceful against disaster, and so complete in its equipment. The cars are smaller—there is no doubt of it. They are narrower and they are shorter; and to the American eye they look even shorter than they really are, because they have no projecting platform at the ends, no overhanging roof or hood, but are buckled close up to each other, and their contact controlled by small metal buffers, the springs of which allow a play of from fifteen inches to two feet and a half between car and car. The Miller platform, the Janney coupler, the link and pin—of all the familiar devices of the United States there is not one to be seen. The brakes? None visible. Nor, for the matter of that, a brakeman. This influential and numerous person has no existence in England. There is not even a rudimentary type of him. That you do not find him is the first stern information you receive that in English railroading there is no autocrat. The wheels are fitted with brakes, however, and a trained eye notes a rubber hose connection between the carriages, quite different in its application to that known at home, but which nevertheless betokens the air-brake. He takes account of the distinction of class, and reflects upon his country's veiled progress in that regard in the matter of parlor cars and limited express trains. Then he finds that there is no baggage-master to waft the volatile Saratoga to its doom, as his own newspaper would express it. There is, perhaps, a luggage van or two, there are in the carriages themselves luggage compartments according to the way in which the train is made up, the length of the journey it is to take, or the custom of the particular line under observation. His final contemplation is perhaps devoted to the engine, and if he has ever given any of his attention to the American locomotive, it fills him with deep concern. He recalls the imposing splendor of the latter, its comfortable and lofty cab of oiled and polished wood, its gay brass bell, the soul-stirring whistle, the noble head-light and the cow-destroying pilot, the great cinder-consuming smokestack (unless it be a hard-coal burner, in which case that feature shrinks to moderate proportions), the powerful drivers and compact cylinders, the eccentric connecting rods, and all its parts radiant with the glitter of polished steel or burnished brass, or decked with appropriate vermilion or emerald green. In all of these matters the English locomotive compares with it much as the lawn-mower does with a New York fire engine. It is a humble, awkward, green or monochromatic machine. It has neither polish nor decoration about it. There is no cab. The engineer and fireman—that is to say the engine driver and his stoker, as they are styled in England—perform their duties with only such shelter as is afforded by a board screen in front of them, pierced by two round apertures filled with stout glass, technically known as “spectacles.” The smokestack is short and thick; there is an unsightly hump on the back of

the boiler ; the cylinders are under the front of the latter instead of on each side before the drivers ; the wheels are all large, and the body of the engine is perched high up above them, and looks top-heavy and dangerous. The whole thing is rigid and stiff-looking, and to the observer who has had to do with the external aspects of locomotives it is unprepossessing and unlovely. The practical American engineer whistles thoughtfully as he surveys it, and wonders to himself how long it would be before he would ditch his train if he had to run on a new western railroad with such an engine. Where would he be on a sharp curve, or how would such running gear adapt itself to an unevenly ballasted track? The low center of gravity of the American locomotive, the weight distributed well down between the wheels, the play of the small, broad flanges under the pilot truck, and the external gearing of the driving wheels, all give the American engine an appearance of stability which impresses not merely the layman, but also the expert.—*Harper's Magazine*.

OFFENSE RECORD.

The *Railway Age*, gives the "offense record" of the Grand Trunk railway for the month of September from which we extract the following from a long list :

Conductor severely cautioned—Damage to coal shutes at Don by not taking precautions to see that cars loaded with timber would clear before running his train through coal siding.

Agent, checker and conductor censured—Careless checking of freight—claim made for shortage.

Conductor cautioned—Fast running through Victoria bridge.

Conductor and brakeman suspended two weeks—Violation of rule No. 104, in not promptly protecting their train which had stuck on Lachine bank, resulting in rear collision.

So far as we are informed but few roads in the United States give publicity to this record, but *all* keep the record, nevertheless. Many of them keep an alphabetically arranged register of employes, something as follows :

"Smith, John—Brakemen, employed Jan. 1, 18—.

Feb. 1—Reported intoxicated. Denies report and is cautioned.

Feb. 15—Recommended for promotion by Peter Jones, conductor.

Feb. 20—Promoted to extra conductor.

Feb. 22—Refused to do switching at A.

March 10—Broke two draft irons at B.

March 18—Trouble with agent at A.

March 20—Broke stove by careless handling.

April 1—Reported using liquor on duty. Warned that dismissal will follow.

April 5—Refused to take car from Z."

And so on until finally a note is sent to the train master :

"John Smith has a poor record. Better dispense with his services when opportunity offers.
A. B. C., Supt.

Soon John Smith is notified that his services are no longer required on account of some trivial matter, that had the record been good, would not have been noticed.

The moral we wish to apply is simply "despise not the day of small things" for these same small items make or destroy the reputation of the conductor with his superior officers, and it fully explains why a serious mistake is sometimes overlooked entirely or a comparatively light "punish-

ment" inflicted. There is a slight warning for Peter Jones in the above also for on turning to his "record" we find something as follows :

"Recommended John Smith."

And Peter may sometimes wonder why his recommendations do not seem to have the influence they once did.

There is another side, however, and any creditable acts are duly recorded. The writer has seen one record where the following entry was made :

"Forgot meeting order and nearly caused collision. Overlooked on account of previous good record."

And while misfortune and the "spotter" may cause the discharge of many good, reliable and honest conductors, if there is no long list of petty items on the debit side of the record, it will at least largely decrease the probability.

GOULD AND EMPLOYEES.

Jay Gould, while in St. Louis, was interviewed by a *Globe-Democrat* reporter and made the following statement, which we commend to our readers as concise, reasonable and just, and if the officers of the Missouri Pacific make it a rule and guide for their conduct, there should be no cause for complaint from the employees :

"There should never be a labor strike on a railway, and I doubt if there ever would be if both sides could be made to realize how interwoven their interests are. Railway employees cannot prosper unless the railway is prosperous; neither can a railway prosper unless its employees are prosperous. Their interests are necessarily mutual since the one is dependent upon the other, and anything that is calculated to disturb that relationship should be frowned down. If that principle were clearly understood and applied there would be no reason for complaint from either side. I think the employee should have the largest possible wages, but the money invested in the property should also have the right to secure a yield. Both have rights, and each should respect the rights of the other. Now I most heartily wish that our employees would first secure homes for themselves on the line of the road, and then put their savings into the stock of the property. I should be glad to know that every employee of the Missouri Pacific system was owner of more or less shares of the company stock. If they did every man would have a personal interest in the property and every man would do his very best to increase its earning power and opportunity. Then the road would be managed and operated by its owners. There would thus be no labor problem to unravel."

CONDUCTORS FORM AN ORGANIZATION.

The "Fellowship of Passenger Conductors" was organized at No. 928 Race street on Monday night. Its object is to unite all passenger conductors of surface steam railroads in one common order, devoted to the principles of Unity, Friendship and Protection. The fellowship which is beneficial in its purposes has started out with a membership of over sixty, with pledges from a sufficient number to make it a strong organization. The following officers were elected : John Morton, P. M. F.; R. O'Donnell, M. F.; George P. Ferry, A. M. F.; E. A. Palmer, G. M. F.; N. M. Woodland, J. M. F.; Charles Eggart, I. G.; George A. Borzell, O. G.; E. C. Evans, Secretary and Treasurer; Walter Lackey, Assistant Secretary.—*Philadelphia Record*.

We find the above in the *Record* of November 5th, and taken in con-

nection with other facts it makes a text for an extensive sermon. We do not *know* at this writing that this organization is a result of any action of the last Grand Division, and until we are in possession of all the facts in regard to the matter, we forbear comment. Sincerely hoping that future developments will prove our inference unfounded, and that we may be able to extend the hand of fellowship to the new organization and bid them hearty welcome, we await "further light."

DANGER ON A DOUBLE-TRACK ROAD.

"Yes," remarked an old engineer, "I used to run on the New York Central, but I quit 'em voluntarily."

"Didn't you like the road?"

"Yes, all but the double tracks. It was a two-track road then. I don't want any double-track running in mine. It isn't safe. Give me a single-track road every time. You think it funny, don't you? 'Tis queer for a fact, but I know what I am talking about. Did you ever ride on a locomotive? On a cow-catcher? Well, then you must have noticed that whenever she strikes a bridge she seems to drop down a little. It's the bridge settling under the terrible pressure. As you first strike it feels as if you were going down, sure enough. Perhaps you never thought of the tremendous blow a locomotive strikes on a bridge. It's not alone the weight of her, but when she's making forty or fifty miles an hour and comes down on a bridge its enough to make it settle. Right here comes my objections to double-track roads. The bridges on these roads are usually built continuous—one bridge for both tracks. I was running along one day and was just approaching a bridge when I saw another train coming toward me. All of a sudden the thought ran through my brain—what if both locomotives strike the bridge at the same instant, one at either end? The very thought of it startled me so that I shut off the steam and put on the brakes. I ain't a coward, but I don't want any of that in mine. I wouldn't risk 50 per cent. of the railroad bridges in the country to stand a blow from both ends at the same instant. Of course, a road may go along a year and two trains may never happen to meet that way—and even then the bridge might stand it—but I thought so much about the thing that I lost confidence in myself on the Central and resigned. I've been a single-track engineer ever since.—*Exchange.*

—One of the English railway companies has supplied all of its employees with red neckcloths, the wearing of which is to be compulsory. The object of this regulation is to furnish porters, guards and switchmen with red flags that are always in readiness for use in emergencies.—*National Car Builder.*

—A severe accident on the B. C. R. & N., occasioning the death of Engineer Rice, a brakeman, and severe injury to the fireman occurred lately. The engine and eight or nine cars were derailed. A few days since a brakeman on a C., M. & St. P. train fell under the train in the Cedar Rapids yard and was killed. Conductor Crusen, of the C. & N. W., caught his foot in a frog and was run over and killed in the Cedar Rapids yard Nov. 19th.

Editorial.

All communications for the MONTHLY should be addressed to RAILWAY CONDUCTORS' MONTHLY, Room 46, 114 Dearborn St., Chicago, Ill., plainly written on one side of sheet only. *Name of Author must be given in all cases where nom de plume is used. Anonymous communications will not be printed.* We earnestly solicit fraternal communications from all divisions. All matter to appear in following number must be in not later than tenth, as we go to press on the tenth of each month.

WM. P. DANIELS, Editor.

For two years we have had charge of the columns of our MONTHLY. We entered upon the work with many misgivings. We had never had a particle of experience in this class of work and that taken in connection with the fact that we were in possession of a limited education made the task doubly difficult. Yet upon the order of our Grand Division we undertook the work with a full determination to do our best. We have done so. We asked that a transfer of the responsibility be made at the annual meeting at Boston, but it was continued. Again at Louisville, and in the wisdom of that session we were relieved from the active editorial work. In severing our connection with our MONTHLY as its editor we desire to say that it has been a good school for us and we will not be slow to profit by our experience of the two years of our connection with it. We have made many mistakes. Those mistakes are in a measure due to the circumstances which surrounded us and the laws under which we work. They were the mistakes of the Order as well, but thanks to the wisdom of the Eighteenth annual session of our Grand Division, those errors have all been corrected, so that there need be no opportunity for a repetition in future. Other of the mistakes were on account of inexperience in the work which we were delegated to perform. The work is complete and we can point with pride to two facts which are to the credit of our MONTHLY. Its pages have been clean, the matter that has there appeared has been such that the most fastidious could not condemn, and second, we have had the pleasure of demonstrating to the most skeptical that a periodical could be published by the Order, (in the face of three failures), and be made a success both financially and socially; and that under the most adverse circumstances.

We have been criticised by some, condemned by others, while our friends and those who knew us best knew full well our honesty of purpose in the work which was assigned to us. This we have expected, for it is a truth as old as the hills themselves that "He who fights for the right will meet condemnation from the wrong just in proportion to his influence for the right," or in the words of De La Bruyere:

"Those who without knowing us enough think ill of us, do us no wrong; they attack not us but the phantom of their own imagination."

In closing our connection with the MONTHLY and surrendering the trust to abler hands, we desire to return our sincere thanks to all who have in times past so ably assisted us, to our exchanges for their kind words of cheer and the forbearance with our many errors; to the critics our thanks for their kindly comments and by which we were the better enabled to perform our duty; to the fault finders our sympathy, for he who assumes to be perfect is in the greatest of danger, and without an unkind thought for any one and our best wishes for all, we shall continue to work for the best interest of our beloved Order.

C. S. WHEATON.

PROMOTED.

The "Extra Conductor" of the MONTHLY has been promoted to a "regular run," and if nothing unforeseen interferes will endeavor to "conduct" the MONTHLY to the satisfaction of his employers during the year and a half intervening before the next session of the Grand Division.

I shall not recite to you my sense of unfitness. You will soon be able to judge of that for yourselves. I am well aware that I was not selected for "promotion" because of any fitness for the task, but because under the circumstances it seemed to be the only way to release your Grand Chief Conductor for the performance of other and more important duties.

I, with you, look forward to the time when the editorial chair of the MONTHLY shall be filled by some one especially fitted for the position and with opportunity to devote more time to its welfare than is possible at present.

I suppose this PROMOTION, in obedience to established usage and custom, should be entitled SALUTATORY, and that I should commence "In mounting the tripod and assuming editorial control of the columns of the MONTHLY, we pledge ourselves unreservedly to the work of elevating all classes of railway employes, we shall immediately introduce many and needed improvements which shall make the MONTHLY in literary ability the peer of the *Century* or the *Current*, etc., et cetera, &c."

There are several reasons why I do not. In the first place, I am afraid some brother would "rise to a point of order" and suggest, as the judge did to an attorney who was making a flowery plea, "Stop, young man, you are away beyond the jurisdiction of this court." Next, the "tripod" is for me a very uneasy seat, and I don't want to attract any attention to the figure I cut perched thereon. I don't care to "makee big talkee" now and be compelled to "sing small" after a time.

Finally, for a good and sufficient reason of itself, I have not the necessary ability to elevate the standing of the MONTHLY, and if I succeed in keeping it up to its present standard I shall feel that I have amply fulfilled the trust reposed in me.

The mission of our association is to elevate our standing, and the MONTHLY, under my charge, will be earnestly and honestly devoted to the objects of the Order with whatever measure of success my earnest effort may yield.

I ask, and expect, the assistance of all members of the Order in filling the pages of the MONTHLY, and upon you its literary success will in a great measure depend.

I also expect the same indulgent forbearance from you in regard to the new duties that I have always received from you heretofore.

To those readers of the MONTHLY who are not members of the Order, I wish to say that with the assistance of my associates, and I hope with the continued contributions of those who have aided in the past, we will try and make the MONTHLY at least not an unwelcome visitor to your fireside.

I can confidently promise you that you will hear occasionally from E. H. B., S. E. F., W. S. S. and others who have aided the MONTHLY not a little in its progress thus far.

WM. P. DANIELS.

WORK OF THE EIGHTEENTH SESSION.

"Now that the smoke of battle has cleared way, the causes that led to certain results are plainly discernable, and if we shall wisely profit by the lessons contained therein, we shall have no reason for permanent regret and —" here we discover that the political editorial of a newspaper printed in Iowa—Ohio—New York—take your choice—will not exactly answer for the Grand Division "campaign," and we will endeavor to briefly note some of the leading acts.

The first notable point at issue, that of locating permanently the headquarters, resulted, as probably all have been informed ere this, in favor of Chicago, and while we are of the opinion that the choice was not the best under the circumstances, it is the will of the majority, and no one will be more earnest in executing that will for the best interests of the Order than "ye editor." The offices will be moved as soon as possible after this issue of the MONTHLY.

The constitution and laws of the Order were thoroughly revised. The first change, and one that we believe will be an important step in advance, was the provision for incorporating the Order under the laws of the state of Illinois.

Next, the change of the regular sessions of the Grand Division from October to May.

The Grand Chief Conductor is released from the editorial work of the MONTHLY and is to spend the most of his time on the road visiting old divisions, looking after new ones and the interest of the Order generally. This we believe to be, in some respects, an excellent move, but fear there may be occasion to regret that part which seemed to necessitate placing the MONTHLY in the care of other hands.

The salaries of the G. C. C. and G. S. & T. were raised to \$5,000 and \$3,000 per annum respectively, and while we believe they are none too large for the responsibility of the positions, we are inclined to doubt the expediency of the increase just at present and think that perhaps it would have been better had the increase been postponed for a year or so longer.

The provision of the constitution making delegates or others who serve four consecutive sessions, permanent members of the Grand Division, expires by limitation with the twenty-third regular session. This, perhaps may, at first thought, seem somewhat unjust to new divisions, but when it is considered that it was in response to the demand of *new* divisions that the change was made, and that the permanent members themselves, as well as we believe, every division that has a permanent member, voted against the change, there can be no reason for complaint, and we believe there will be none.

Heretofore the daily meetings of the Grand Division have been from 9:30 to 12:30 and 14:30 to 17:30, with an occasional evening meeting. Thus the whole available time was used and committees were obliged to absent themselves from the meetings or work nights, often all night. The next session will open at 13:00 o'clock, (it is 1 P. M. in the constitution), and unless otherwise provided, the meetings will be from 13:00 to 19:00 daily, thus giving the various committees an opportunity to perform their work without neglecting their duties as delegates. It will also enable delegates to exchange ideas and give important matters more consideration than was practicable when time was fully occupied by the sessions, and we believe the result will be a saving of time in the end. Provision is also made for

the admission of visitors who are not members of the Order, provided the majority wish to do so.

The Insurance Laws were amended limiting the age of applicants to 50 years of age and increasing the benefit to be paid to \$2,500 ; also providing that any applicant who has been a member of the association since January 1, 1882, and forfeited his membership, shall pay a fee of \$5.00, all taking effect June 1, 1886.

As a whole we believe the work to have been well done, and that its beneficial effect will be fully apparent to all before the next session convenes.

In company with E. H. Belknap, of the executive committee, Grand Chief Conductor C. S. Wheaton, and Wm. Kilpatrick, C. C. of division No. 1, we explored the city of Chicago, in search of a location, and the result was a pleasant surprise to a majority of the searchers. Very pleasant offices in the Illinois bank building were selected.

It is claimed that the building is thoroughly fire proof and the rent is much less than we expected to be obliged to pay. The rooms are on the fourth floor, but there are two "hoists" at your service when you wish to elevate yourself to our vicinity and we shall expect you to make a liberal use of them.

After December 15, the address of the G. C. C., G. S. & T., and the MONTHLY will be Room 46, 115 Dearborn street, Chicago, Ills., and if you will kindly hold all correspondence that will bear delay until we get settled in the new offices, you will have our thanks. While moving there will be more or less confusion and delay and the January MONTHLY will probably be late. Please bear with us and we will be "on time" soon as possible.

Brother Kil will please accept our thanks for the assistance given us, and we shall repay his kindness by calling upon him again very soon.

GOLDEN WORDS.

At a great Welsh festival recently held in Scranton, Pa., Hon. Samuel Sloan, president of the Delaware, Lackawanna & Western railway, who came on a special from New York to lend his presence to the occasion for a few hours, made a speech, in the course of which he uttered this grand sentiment :

"Anything that tends to elevate labor has my sincere sympathy as well as the sympathy of the interest with which I am identified, because it makes better men and women and happier homes. Labor and capital cannot exist together unless there is a fair reciprocal interest, and whenever one seeks to take advantage of the other there is always trouble."

When it is remembered that the vast interests over which Mr. Sloan presides employs thousands of men—from miners to railway conductors and superintendents ; and that the D. L. & W. R. is one of the most liberal and generous railways of the country in the way of transportation, to railway labor organizations this sentiment becomes of deeper significance—not being composed of empty platitudes, but its sincerity having been illustrated by practical and solid actions on many occasions by President Sloan.

B.

Legal Department.

Reported Expressly for the MONTHLY by R. D. Fisher, Indianapolis, Ind.

XLII.

Fellow Servants—Different Grades—Engineer on Passenger Trains, and Brakeman on Freight.—Several employes of a railroad company, although of different grades, when employed in a common service, are fellow servants within the rule that servants undertake to run the risks of injuries from negligence of their fellow servants. An engineer on a moving passenger train and a brakeman on a freight train of the same company at a depot, who is ordered by the conductor of his train to go along the line of the road to display danger signals to the passenger train, are fellow-servants for the purpose of bringing the train safely into the depot.

Railroad Co. v. Rush. S. C. of Tenn., Oct. 3, 1885.

XLIII.

Carriers of Passengers—Negligence—Injury to Passengers while Alighting.—It is the duty of a carrier of passengers to provide safe and suitable places for passengers to get on and off its trains, at the regular stations, and to stop at such places, and give passengers a reasonable time to alight; and when the conductor of train had announced the station and ordered a passenger to get off, it being so dark that the passenger could not see the station, the train stopped, but started before she could do so.

Held, That she had a right to presume that she was at the usual place of getting off, and there was at that place a safe and suitable place for her to alight from the train and rely on the conductor's directions for her to get off. Judgment affirmed.

East Tenn. etc. Ry. Co. v. Conner. S. C. Tenn., Oct. 3, 1885.

XLIV.

Master and Servant—Precaution by Master—Notice of Danger.—The rule that a servant assumes the risks of service presupposes that the master has performed the duties of caution, care and vigilance; and it is those risks alone which cannot be obviated by the adoption of a reasonable measure of precaution by the master that the servant assumes.

Thus it has been held that a master owes the duty to his servants of furnishing adequate and suitable tools, implements and machinery for his use, a safe and proper place in which to prosecute his work, and, when they are needed, the employment of competent workmen to direct his labor and assistance of his duties. (Lanning v. N. Y. Central Ry. Co., 49 N. Y. 522.) That "no duty belonging to the master to perform for the safety and protection of his servants can be delegated to any servant of any grade so as to exonerate the master from responsibility to a co-servant who has been injured by its non performance." (Mann v. Pres. etc. R. Co., 91 N. Y. 500.) And that when the general management and control of an enterprise is delegated to a superintendent, with power to hire and discharge servants, to direct their labors, and obtain and employ suitable means and appliances for the conduct of the business, such superintendent stands in the place of the master and his neglect to adopt all reasonable means and precaution to

provide for the safety of the employes constitute an omission of duty on the part of master rendering him liable for any injury occurring to the servant therefrom.

Pantzar v. T. F. etc. Co. F. Y. C't of App. — 1885.

XLIV.

Negligence—Contributory Negligence induced by Defendant's Misconduct no Excuse.—Where a passenger by railway, with his wife and children, is in the act of alighting from the train stopped at the station, and when the wife with an infant in her arms, having reached the lower step of the car, is thrown violently to the ground by the sudden starting of the car, the husband's act in jumping off to her assistance while the train in motion and leaving his other children of tender years on the platform, one of whom is injured in attempting to jump off after her parents.

Held, Not to be such contributory negligence as debars recovery for injury for the child.

Held, That the acts of both the father and the child were the direct consequences of defendant's own misconduct, and falls in the well-settled rule that contributory negligence cannot be set up as a defense when such negligence was the result of tremor or excitement produced by the defendant's own misconduct, or when the latter puts the plaintiff to a sudden election between the course which he took or submitting to a grave inconvenience.

Lehman v. Louisiana & W. Ry. Co. La. S. C., Aug. 1885.

XLV.

Physician—Injured Employee—Rule—Public Policy.—This is an action growing out of a contract between physician and patient, the latter an injured employe of a railway company. A rule of the company that a physician shall go with the injured party to the counsel and medical advisers of the company and explain the nature and extent of the injuries sustained and suffered by said employe etc.

Held That a contract between physician and patient, the latter an injured employe of and by a railroad company, that the former shall receive for compensation for appearing before the company's counsel and medical advisers an amount graded by the amount awarded by the company, to be illegal and void and against public policy.

Thomas v. Caulket. Mich. S. C., July, 1885.

NOTE.—In such case the physician makes the disclosure of his knowledge and opinions the subject of a contract whereby lies compensation as to depend on the amount obtained by his employer by reason of the disclosure, it is plain that he puts himself in a position where it is to his best interest to exaggerate. No matter how honest a man may be, there is a great temptation to misrepresent, and a direct danger that misrepresentation will operate injudiciously to the parties interested. But should he explain to the company's advisers that he is acting as a solicitor as well, under such employment he then places himself on the same footing as any other known agent.

XLVI.

Master and Servant—Injury to Brakeman—Contributory Negligence.—This suit was brought by plaintiff, alleging that he was a brakeman on defendant's road and cars, and when on duty, and while descending from a car on a moving train to uncouple the cars, was struck by a post erected by the

station agent near the track for his own use, and in no way connected with the operation of the road.

Held, That the brakeman having no knowledge of the existence of the post, was not negligent in not looking out for it and thereby avoiding striking it, but that the railroad company was negligent in allowing the post to remain in dangerous proximity to the track, and that it was liable for the injury caused thereby.

Kearnes v. Chicago etc. Ry. Co. Iowa S. C., July 22, 1885.

XLVII.

Fellow Servants—Engineer and Switch-Tender—Action for death caused by alleged negligence. The deceased was an engineer in the employment of the defendant company, and while so employed was precipitated with a train of cars from the track and was thereby killed. The accident was occasioned by giving the wrong signal—that is to “go on” instead of “to stop.”

A demurrer to the complaint was sustained, and the plaintiff appealed.

Held, That the engineer of a train of railway cars and a switch-tender are fellow servants in the same general employment, and the company is not liable for the negligence of one by which the other was injured or killed.

Brown Admr. v. Central Pacific Ry. Co. Cal. S. C., July, 1885.

XLVIII.

Defective Machinery—Risk—Excessive Damages.—This suit was brought to recover damages for a personal injury suffered and sustained by plaintiff by reason of negligence alleged of the defendant. The complaint alleges that by means of the use of defective machinery the plaintiff had his foot torn off, etc.

The lower court found for plaintiff in the sum of \$10,000 and the company appealed.

Held, (*Defective Machinery*), That a corporation is liable to its employees for injuries from defective machinery of which its superintendent had notice.

Held, (*Risk*), That a railway employee takes the risk embraced within his special line of employment only.

Held, (*Proof of Negligence*), That unless contributory negligence is apparent in the plaintiff's case, the defendant must establish it.

Held, (*Damages*), That ten thousand dollars damages for the loss of a foot, under the circumstances of this case, is not excessive. Judgment affirmed.

Bowers v. Union Pacific R. R. Co. S. C. Utah, June, 1885.

XLIX.

Through Tickets—Separate Contracts.—Through tickets in the form of coupons, sold to a passenger by one railroad company, entitling him to pass over successive connecting lines of road, in the absence of an express agreement, creates no contract with the company selling the same to carry him beyond the line of its own road, but there are distinct tickets for each road, sold by the first company as agent for the others, so far as the passenger is concerned. Where a coupon ticket has been sold calling for passage over several distinct lines of railroad, the rights of the passenger, and the duty and responsibility of the several companies over whose roads the passenger is entitled to a passage, are the same as if he had purchased a ticket at the office of each company constituting the through line.

Pennsylvania Ry. Co. v. Connell. Ill. S. C., 1885.

NOTE.—An action for damages was also had by Mr. Connell, which was reported last month. (See XXX., page 368.)

L.

Brakeman—Accident from Dissimilar Car Couplings, Not Negligence.—

This is an action to recover damages for the life of a brakeman who was killed while attempting to couple a freight car belonging to the road by which he was employed, and a car belonging to another road, by reason, as alleged, of a dissimilarity in the couplings of the two cars. It was held that the railroad company was not liable.

Kelty v. Wisconsin Central Ry. Co. Wis. S. C., July 1, 1885.

NOTE.—From the opinion of Orton, J., in an exhaustive review of this case we are enabled to deduce the following:

1st. The difference in the elevation of the coupling irons of the foreign car and caboose or other cars of the defendant's road, would not have been very easily observed when they were distant from each other, and yet the company is sought to be liable for its want of ordinary care in not knowing this difference when consenting to take this foreign car into its train. When these cars were brought near together the difference could have been easily observed by comparison. The company is charged with negligently endangering the lives of its brakemen by not knowing of this difference, and the intestate is alleged to have been in the use of proper care when he endangers his own life by not seeing, observing or knowing of such difference in the elevation of such coupling irons. Did not the brakeman have the same, if not superior, means of knowing this difference, as or to that of the company? If the negligence of the brakeman and that of the company are equally balanced in this respect ought the plaintiff to recover?

2d. The liability of a railway company in such cases does not depend upon its general and absolute duty to furnish safe and proper machinery and other appliances with which its employes may work, but upon its knowledge, actual or presumed, that such coupling appliances will not properly fit and connect with each other. To hold in such a case that a railway is liable, and to apply such a rule to a company receiving a loaded car from another railroad, would in many instances, operate as a prohibition upon interstate commerce.

3d. The view taken is that if there was any fault or negligence anywhere in this case, it was that of the intestate, or his fellow servants and co-employees. It is very sad and pitiful that so many deaths and severe personal injuries result from coupling cars; but this part of the employment of brakemen is extremely dangerous and hazardous, and especially when it becomes necessary to couple together cars coming from different roads with dissimilar coupling appliances; and the care necessary to be used increases in proportion to such danger, and the law exacts its influence, or it will refuse redress.

(u)

Negligence signals.—The duty of giving signals in approaching a crossing on a railroad is imposed by positive statute, and a neglect to do so is in and of itself a negligence. 69 Ala., 106; 64 N. Y., 535; 82 Ind., 479; 2 Thomp. Neg. 1232.

(v)

Master and Servant—Usual Risk.—When a servant of mature age and common intelligence engages to serve a master, he undertakes, as between himself and master, to run all the ordinary and apparent risk of the service.

Coolbroth v. Me. Central Ry. Co. S. C. Me.

(w)

Additional Service.—When one has assumed an employment, if an additional and more dangerous service is added to his original labor, he may accept or refuse it. If he has an executory contract for the original service, he may refuse the additional and more dangerous service, and if for that reason, he is discharged, may avail himself of his remedy on his contract.

Mentions.

—The secretary of division 87 wishes the address of Brother John Donnan. Any one knowing it will confer a favor by sending it to Brother Ruben.

—Inquiry is made by the secretary of division 121 for Brother T. W. Wampler, who, when last heard from, was en route from Chicago to Washington, D. C.

—The Baltimore and Ohio Railroad company, and the Chicago, Burlington and Quincy Railroad company, have introduced examinations for color blindness among their employes.—*National Car Builder*.

—Conductors Maxon and Barber, of division 58 and the B., C. R. & N., and Foote, of division 34 and the C. & N. W., took in the meeting of the MUTUAL AID AND BENEFIT and the excursion to Bosting.

—Brother Wm. Milton, of Div. No. 44, now located at Wahpeton, Dak., narrowly escaped death by accident last month. He was, in some way, knocked off his train and received severe injuries, but is rapidly recovering.

—We have received invitations to attend the First Annual Reception of LaCrosse division No. 25, Y. M. M. B. A., Oct. 28th; receptions of Friendly Hand Division No. 125, and Camden division No. 170, Nov. 26. We wish we could "hit 'em all."

—Old "Undeveloped Territory" returned to the performance of his routine duties as general yardmaster of the B., C. R. & N. at Cedar Rapids on the 9th, and things are moving along nicely there once more. Rumor says that his absence was noticeable.

—We are informed by the secretary that Neptune Division No. 169, wished to provide all members of the Order who came from a distance and were at any expense to attend first annual ball on the evening of Nov. 23d, with complimentary tickets, and it is hoped none were overlooked.

—Brother R. C. Cowardin has been appointed western passenger agent of the N. C. & St. L. Railway, with headquarters at Dallas, Texas. Members of the Order and all others who come in contact with Brother Cowardin will find him a genial, pleasant gentleman, whom it will be a pleasure to know.

—We sincerely regret to learn of the death of a child and illness of the estimable wife of Brother S. R. Williams, of Le Mars, Iowa. Mrs. Williams is improving. The sympathy of thousands will be with them in their home made desolate by the absence of the little prattler summoned to a better land.

—All members and visitors who attended the 18th session of the Grand Division, will remember Brother E. Hamilton, and regret to learn that he has lost a finger since his return by trying to keep the draft irons apart with it. The first report said his right hand, and it is with a feeling of relief that we pen the above.

—Joseph Burnet & Co., 27 Central street, Boston, Mass., will mail free "Household Receipts," a valuable little book of seven-two pages to any reader of the MONTHLY who sends ten cents to pay postage. The MONTHLY, acknowledges receipt of a copy and can vouch for the excellence of some of recipes.

*—A member of the Order writes from Colorado that the "better half" of the family is "away on a visit and it is impossible for me to find anything any smaller than the cook stove." We've been there and can sympathize with you, Mac.

—Our good brother, John W. Mallory, of the A. T. & S. F. Ry., past C. C. of division 65, and ex mayor of Nickerson, Kas., was elected president of the "Chicago Insurance," as the association is familiarly known, at its late meeting in Chicago. Accept our congratulations, John, and come and see us when you come to town.

—A Pittsburgh mechanic has distinguished himself by a new invention by which a car in motion supplies its own motive power by its wheels. Compressed air receivers are to start the car and the motion of the wheels pumps the receivers full again.—*Exchange*.

The mechanic should procure Mr. Keeley of "motor" fame as a partner in his enterprise.

Mr. Zenas C. Priest, general superintendent of the eastern division of the New York Central and Hudson River road, completed fifty years of service with that company Oct. 19, and in honor of the event he was tendered a reception by the employes of his division at Little Falls, N. Y. He was presented with an engrossed testimonial by the directors and with a gold headed cane and a costly umbrella by the employes,—*Railway Age*.

—The Order of Railway Conductors, division 157, had occasion to present their retiring chief, John Moriarty of the Old Colony railroad, a very handsome past chiefs' jewel at a regular meeting yesterday. To say that Moriarty was surprised at the "charges" preferred against him is but to partially state the facts. Chief W. R. Mooney made the presentation speech, and Moriarty for once, it is reported, couldn't "talk back." The jewel is of gold and enamel, of beautiful design.—*Boston Herald*.

—We learn from an exchange that a verdict of \$50,000 has been rendered against the A. T. & S. F. Ry. in a case of personal injury, and it is pronounced the "biggest on record." We have twice noted the fact that a verdict of \$50,000 was rendered against the B., C. R. & N. Ry. in the United States court at St. Paul nearly or quite a year ago. Prior to that there was a verdict of \$40,000 against the G. T. Ry., if our memory serves us correctly, in favor of a traveling man, which must now take third place. It certainly seems to us that such amounts are excessive and that juries allow their sympathies to overpower their sense of justice.

—Engineer D. Bulkley, running 568 on the Amboy division of the Penn., failed to make time one day lately, and on being requested to make a detention report replied as follows:

Now Mr. Sanford you wish me to state
The cause of detention to five sixty-eight.
The wind was high, and the steam was low;
The train behind was a heavy tow.

The steam was exhausted, the engine too,
And so we cut our train in two
And that's the way we got it down
To the far-famed city of Bordentown.

The coal was poor and wouldn't burn;
The steam was gone and wouldn't return,
And so we stopped upon the hill
And angels whispered "Peace be still."

Now, Mr. Sanford, don't feel cross,
But show this report to Mr. Moss.
And he (if he chooses) to Mr. Waite,
And lay the blame on five sixty-eight.

MORAL.

Like a man without a wife,
Like a coach without a team,
The most useless thing in life
Is an engine without any steam.

Respectfully,

D. BULKLEY.

—*The Railway Station-Agents' Journal*, published at Indianapolis, Ind., by G. W. Craft. comes to us and we X with pleasure. As its name indicates it is especially for the station agents and their association, but is of interest to anyone connected with railway interests. We wish it and the association it represents long life and prosperity.

—Division No. 40, in behalf of Mrs. W. S. Murray, wishes to extend sincere thanks to all who kindly responded to their request for aid. About \$160 was contributed by divisions 3, 8, 11, 22, 32, 34, 39, 40, 67, 85, 100, 109, 110, 125, 130, 143, 146, 149, 159, and 163, and it reached Mrs. Murray when herself and her children were all very ill with scarlet fever and the present was of incalculable benefit.

—From a communication from Bloomington division No. 87, which reached us to late for this issue, we glean the following: Brothers M. Horen and Frank Evans fell from a train and received injuries which we sincerely hope are not serious. Division 87 will have their third annual ball Dec. 24, and invite all members of the Order with their ladies. From our knowledge of the members of 87, we predict a well managed affair and an enjoyable evening for those who attend.

—We are please to note that the jurisdiction of Brother James Laughlin has again been extended, but we do not think, as is intimated in a letter just received, that the promotion is due to the imposing appearance made by "the Lord of Ireland" on his first visit to the office after his return from Louisville when he wore the new "tile," for while we believe the Wabash officials will be pleased to note the improvement made by the aforesaid "tile," the promotion is due to the simple fact that Brother L. has demonstrated his capacity by past service.

—Something new is a uniform button, known as the Fox changeable button. An ordinary coat or vest button is made with a screw thread on the outer edge, and the top is screwed on when the wearer desires to be in uniform. We are in receipt of samples bearing the O. R. C. monogram, and they are certainly a great improvement on the ordinary uniform button and can be changed at a moment's notice and with much less inconvenience than those fastened with rings. They are made by the Scoville Manufacturing Co., Waterbury, Conn.

—We received a pleasant call from Mr. Angus Sinclair, editor of *The National Car Builder*, and the author of *Locomotive Engine Running and Management*, which book, by the way, should be in the hands of every train man in the United States. The chapters on air and vacuum brakes alone are worth more to any conductor who ever expects to run a passenger train than the price of the book, and any train man who is at all interested in his work should be familiar with its entire contents. Mr. Sinclair is a skilled engineer both in theory and practice, as the writer knows from daily association on the rail, and anything from his pen may be taken as authority.

—We are certainly surprised that a gentleman with the reputation borne by A. S. Parker should deliberately and with malicious intent, spread a contagious disease, and we should doubt the fact were it not proved by reliable witnesses that the said Parker, while displaying upon his back and his grip a card bearing the words "small pox," did steal into a train and dispose himself in a dark corner in such a manner that the danger signals could not be seen. How he managed to elude the health officers after they had once captured and labeled him, is to this day unknown. His excuse is that he "didn't know it," and that he "hid to keep away from the other fellers," meaning other delegates in whose company he had been. The facts above

related are further corroborated by a request received by members of the Grand Division from division No. 6 to see that Brother Parker was properly fumigated before permitting him to leave Louisville, and rumor says that they complied with the request.

—At its recent annual meeting in Chicago the Railway Passenger and Freight Conductors' Mutual Aid and Benefit association elected the following officers: President, John Mallory, Atchison, Topeka & Santa Fe road; vice presidents, John R. Sandy, Chicago & Northwestern; Alfred Bailey, Texas Pacific; secretary and treasurer, Charles Huntington, Chicago & Alton. Directors, C. A. Loomis, Illinois Central; Harry Gray, Chicago & Alton; William McKnight, Chicago & Northwestern; M. A. Frazier, Chicago, Rock Island & Pacific; J. E. Curran, Lake Shore & Michigan Southern; John Hinman, Michigan Central; John R. Whelden, Chicago, Milwaukee & St. Paul. The next meeting will be held in Chicago in October, 1886.

—A. B. F. Richmond, formerly a freight conductor on the International & Great Northern, has sued the Missouri Pacific company for \$10,000 damages. Two years ago he was discharged for carelessness in the performance of his duties and his name was placed on the "black list," which prevents him from obtaining employment on any other road. He says that he has followed railroading for fourteen years and is not able to make a living at any other business. He denies the charge of carelessness, but asks damages for the placing of his name on the black list, in consequence of his inability to obtain employment on that account.—*Railway Age*.

—The August number of *Dixie* found its way to our table during our absence. The prospectus says of *Dixie*, "It will be of the south, for the south and by the south, but it will discuss live, not dead, issues," and from the appearance of this number we predict for it an extensive circulation which ought not by any means be confined to the south. An unique and handsome title page leads the readers to anticipate a literary feast within the covers, and expectation is fulfilled. The August number contains among others: "The Land of Dixie," an illustrated poem by Elizabeth Winder Alldredge, which forecasts the south of the near future, "The Resources of Georgia," the first of a series of papers by Col. I. W. Avery; "Among the Moonshiners," by D. A. Baine, an interesting sketch made from personal observation. Bits of Virginia scenery and its accompanying illustrations will surprise those unacquainted with the section described. A sketch of Col. A. B. Andrews, of the Richmond and Danville railway, to be followed by others under the caption of "Our Railway Rulers." Space forbids special mention of its entire contents, though deserving it. We advise our readers to send \$2.00 and peruse *Dixie* for one year at least. The price is low for the amount and character of matter, and by its aid members of the Order will be better acquainted with the brothers we hope to meet at New Orleans a year and a half hence.

STOP THIEF!

DENVER & RIO GRANDE RAILWAY, SALIDA, COL., Oct. 25 1885.

To the Editors of the *Railway Age*:

On April 26, 1885, my satchel containing letters of recommend signed by D. N. Pickering, J. T. Odell, T. F. Oaks, C. W. Fisher, D. C. Dodge, A. L. Homer and A. A. Egbert, was stolen from my train at Montrose, Col., by some unknown person. I now learn these letters are being used to obtain transportation over several different roads. The party presenting letters in question should be treated as a common thief. Will you please insert the above in your valuable paper.

—*Railway Age*.

OBE L. CROFT,
Conductor D. & R. G. Ry.

Yard Masters' Department.

All Communications for this Department should be sent to the office of the MONTHLY until further notice.

—A rumor has reached the MONTHLY that Brother Bradley has left Como No copy for this department has reached us, which accounts for its brevity.

EDITOR YARD MASTERS' DEPARTMENT :—Please let me digress a little from the rule and say something about the yard masters and their association. I am not a member of the O. R. C. or Yard Masters' association, but have taken somewhat of an interest in the affairs of both, and I must say that I do love fairness and consistency, and I have heard so much said and written about the Yard Masters' association and its laws that I have asked for and been furnished by a member of O. R. C. with a copy of their laws, and I find the self same article in their laws that is in the Yard Masters' laws. QUERY :—Why is so bad for one organization and not another? Why is only one man in both associations bad *only one*, kind reader, that has done it all? What a power this one man must have over the thousands of members that compose both associations. He may well be proud. It is evidently not the intention to compliment him at the expense of slurring the others of intelligence that compose these societies but it is done in the mind of every thinking man and he can well exclaim in the language of Henry the VIII.

I utterly abhor, yea from my soul
Refuse you for my judge. Whom yet once more
I hold my most malicious foe, and think not
At all a friend to truth.

Would you call a man consistent, reader, who would take two verses of prose reading in exactly the same words and say one was right and the other wrong? I guess not! And I have noticed still farther and with mortification and pain, the pitiful spectacle of a periodical claiming to be a representative of men letting its columns be used by those who dare not sign their names. Any man is a coward who uses the public press to make anonymous personal attacks on any man, I care not who, But we digress. We find, upon inquiry, that there was not a dissenting voice in the adoption of either, so we conclude that both are satisfied. If they are why should we meddle? Whose business is it? So we say give us a rest for a while and let's do something to benefit yard masters, conductors, engineers, firemen and brakemen. Let us take up a collection for the poor, disabled employee that can't work. Let us devise some way to help the poor widow. Let one and all cease meddling with things that pertain to other people's business and mind our own. We are sure every member of all these associations will thank us, as they can do their own work, and if all spend half the time working for these associations that is spent in senseless twaddle and venomous personalities, all will be better off, and we suggest to Mr. Campbell, Mr. Arthur, Mr. Arnold, Mr. Wheaton, and Mr. Wilkinson that you

draw the reins a little tighter and stop this war of words and we will help with our little mite, and we will see if we can't impress the people of the country that in railway employ are gentlemen who will not stoop to petty spite. I haven't said much about yard masters or anybody else but have freed my mind "Allee samee," so lets quit.

TOM WILSON.

GREENSBURG, Pa., Nov. 6, 1885.

J. C. Campbell, President Yard Masters' Mutual Benefit Association :

DEAR SIR:—Can a member of any of our beneficiary associations have the name to whom the benefits are to be paid changed without the written consent of the person to whom the insurance policy was made.

Answer.—It is not necessary to have the written consent of any person or consent of any kind of the person to whom the money is payable at the death of the insurer. The member can have or make any change he may see proper, provided the same is made in accordance with your constitution and by-laws. No doubt your law provides for changes of certificates, and if so, must be changed in accordance therewith.

Yours truly,

J. A. MERCHAND, Attorney.

PHILADELPHIA, Penn., Oct. 7, 1885.

EDITOR MONTHLY:—Seeing no communication from our part of the country, I thought I would try to tell the members of the Y. M. M. B. A. how the association is getting along with us.

Division 37 was organized Nov. 2, 1884, with a membership of nineteen and every successive meeting brought into our ranks from two to ten good members until we now number sixty-eight, two of our number having dropped out through non-payment of assessments. The annual convention held in Philadelphia last June, I think, had a good effect, both in stirring up those who are already members to do better things, and in showing to those who are not members that the association was just what its name implies, a benefit to those belonging to it. The two members of division 37 who dropped out did so because they said they could not keep up the assessments. If any other members are inclined to do the same thing I would ask them before they do so, to hunt up the statistics both of the Y. M. M. B. A. and any other association or insurance company that pay the same benefits we do and see just how the matter stands. I do not know of any other association that offers the same inducements as the Y. M. M. B. A., and I do not think there is any other that is safer or as safe as it is.

Division No. 62 was organized at Harrisburg, Penn., last July with a membership of eleven—all good, hardworking members—and they have since added six more. Division 44 of Jersey City, is, I understand, also growing. We still have in Philadelphia and vicinity a great deal of good material which we will, before long, have on our roll, and I think if every member would take interest enough to add one more member it would not be long before we would have all the men eligible in the United States and Canada in our association. I would be glad to hear from other members in regard to the assessments, giving some statistics in order to show any trembling members just how our association stands with others of the same class.

Yours truly,

B. F. D.

Additional Editorial,

THE NEW YORK CENTRAL CONDUCTORS.

Having noted in several of our exchanges of the wholesale dismissal of conductors by the N. Y. C. & H. R. R. Co., since the form containing editorial matter was printed, we encroach on other departments to comment slightly. The *Syracuse Times* says editorially:

"The conductors on the Central road have been having an awful time the last two weeks and by the time the officers of the road have finished their work there will be but a few of the old conductors left. The blue envelope falls upon the just and unjust alike. A conductor is looked upon as a thief the moment he jumps aboard his train, and he is, perhaps, foolish if he doesn't get the game when he has already got the name."

We must differ with the conclusion reached by the *Times* and do not think any honest conductor becomes a thief on this account, nor can he afford to sacrifice his own feeling of innocence for the paltry amount to be obtained. A correspondent of the *Times* says:

I took a short trip on the Central-Hudson recently and was greatly surprised at the numerous changes which had been wrought. The good-natured countenances of old friends had disappeared and in their places were a new lot who appeared to be a little chary of making friends for fear that the lease of their positions might be shortened through the medium of the despicable spotter. On one of the trains I ran across an old trainman who had retained his position, and had quite a little chat with him concerning the causes for discharge of old and reliable conductors.

"Were the recipients of the blue envelopes discharged because they were dishonest?" asked I.

"No, sir, nothing of the sort. They met their fate because they did not live up to the rules of the company, and there's not a conductor on the road, not even excepting those who were appointed the present week, but is liable to discharge for similar reasons. Most of the boys have had to go because they failed to 'cut duplex.' Now, I will show you how utterly impossible this is for a conductor to do in many cases. Supposing you had some goings on up in Auburn which attracted a large crowd from along the line of the road. Half of this party wouldn't buy a ticket, and the captain would have to 'cut duplex' for every such. Why, he couldn't get through one car between stations, and a hundred passengers might leave the train without paying one cent fare. I tell you no conductor can live up to the rules of the company, and none of 'em try. They are not dishonest, for all that, and the road gets every cent of fare."

The employe interviewed, who, by the way, was *not* a conductor himself undoubtedly gives a fair statement of the matter, and while it is probable that occasionally a dishonest conductor has been employed by the Central, we firmly believe that a large majority, if not all those dismissed were honest, upright men. In cases such as that cited by the employe, and any one who, has traveled knows that they are not uncommon, even on the roads having the lightest passenger travel, the conductor is certainly placed in a position where he can not avoid violating *some* rule. His *first* duty is to look after the safety of his train, and the second is to collect from every passenger on his train a ticket or its equivalent, a rule requires him to punch the now well-known "duplex" for every cash fare collected. If he stops to punch the "duplex" in each case, he knows that some of his passengers will

leave the train before he can reach them and the company will not get payment for their transportation. He not unnaturally decides to "take the chances for once," thus using his best judgement and honestly protecting the interest of his employers. He takes this chance sometimes when a "spotter" is on his train, *perhaps* an honest one, and the fact is reported, of course, without any mention of the circumstances. It is not the business of the "spotter" to extenuate in any way.

We quote from the Rochester *Democrat and Chronicle*, describing the "spotter" system used by the Central, and it certainly seems to us as unfair to conductors as anything that could be devised :

"These men are employed by the Duplex ticket company to travel over the road, and it is known that they have been at work for the last two months. According to the regulations of the road, conductors are obliged to use duplex tickets. The Duplex tickets are purchased from the Duplex ticket company of New York at 85 cents per book of 100 tickets. It is to the interest of the company to sell as many books as possible and for that reason they employ the "spotters." The word of the men is taken by the Central-Hudson company and is sufficient to cause the conductor's discharge. As it is to the "spotter's" interest to report a certain number of men each year in order to keep his position, the temptation to injustice is obvious."

No opportunity is given to ask a reason for dismissal or to make any explanation.

"The Man About Town" of the Syracuse *Sunday Times*, a "most wise and upright judge" truly, discourses of the matter :

"I see that the officers of the New York Central and Hudson River railroad are making it quite unpleasant for a large number of my old friends, the conductors, on all the divisions of that road. It is being made unpleasant because a large number of the old conductors are receiving word that their services are no longer required. I am not surprised that the Central officers have taken this step although I am sorry for some of the boys who have had to go. It is a well-known fact that the traveling public look upon a railway conductor as a thief. If he is not one by nature and birth, they say he becomes one soon after he goes into the employ of a railroad company. The impression which the public has is an unjust one many times, but there is also considerable ground for any suspicion of dishonesty which a traveling man may have. I have traveled more or less in my lifetime and I have been called upon to take many a ride over the "Old Road" between Syracuse and Rochester. I venture to say that there have been conductors over that road who have laid aside for their own use at least over \$25 of money belonging to the railroad company during the round trip from Syracuse to Rochester and return. I have often been surprised to see the different amounts that I have paid to ride over the "Old Road" between here and Auburn for instance. The fare, I believe, is 54 cents. A 50-cent piece has carried me to the "Loveliest Village" and a 50-cent piece has taken me to Geneva. I have paid 25 cents to go to Skaneateles Junction and 25 cents has also carried me to Auburn. These are only two or three instances of the many which I can cite. Of course a traveling man cannot but suspect that the conductor puts the money he has paid him into his own pocket if he will allow him to ride from Syracuse to Geneva for 50 cents. It is not a matter of surprise, therefore, under these circumstances, if the Central railroad people mistrust that their conductors are dishonest and act with them accordingly. I do not wish my reader to think that all the conductors of the road are thieves, but some of them are considered to be so and they have no one to blame for the suspicion but themselves. The officers of the road say they cannot afford to run a hospital. They want to make out of their property at least as much as their conductors do. "Five dollars for the road ten for the conductor," they insist is not a fair shake."

Here we have the spectacle of a confessed thief sitting in judgement and farther, a thief who boasts of his crime. There is not a conductor in

the land who does not know this "Man About Town." He is numerous in all parts of our land, and for him the conductor has the utmost contempt. The aim of his life is to "beat" the conductor or tempt him to steal his employer's money and divide, and to the shame of the profession we must admit that he sometimes succeeds, for the conductor who is weak enough to share his ill-gotten gains with these despicable sneaks, is a fool as well as dishonest. We use, and intend to use, plain language, for it is true.

The methods of procedure of this class are numerous and many times ingenious, but most of the schemes are so well known to conductors that it is unnecessary to enumerate them.

In this particular case we are well prepared to believe that "he is sorry for some of the boys who had to go," as probably the particular friend with whom he has been in partnership to rob the company has had to go. We venture the assertion that his friends among the conductors are very few and that the most of those who know him look upon him as a despicable sneak, if what he writes is true. We assert without fear of successful contradiction that there is not a passenger conductor in the United States who has not been insulted by men of this stamp, who will tender, perhaps, half or two-thirds the regular fare with the remark "I never buy a ticket," or "I travel here all the time and its all right," and the conductor must pocket the insult and proceed about his business with an unruffled demeanor, even if his blood is boiling, and he must not, as he longs to do, say "you are a liar," when his passenger tells him what he knows to be untrue, "Why all the other boys carry me for that." How many times the writer has ached to kick one of these knaves off his train would be difficult to estimate. We finally settled down to about the following reply to such propositions. "You must pay the full fare if you ride on this train, as I can't see the necessity of dividing with you when I can just as well have it all."

We have no pity for the conductor who is detected in systematically robbing his employers, though we do feel a little sympathy for the weak, characterless fools who allow themselves to be made the dupes of designing thieves.

This writer in the *Times* says "It is a well-known fact that the traveling public look upon the railway conductor as a thief." This is false as every well-informed man knows. But a small part of the general traveling public believe anything of the kind. Such a belief is prevalent, however, among the class to whom the *Times* writer belongs, who judge others by what they would themselves be in like circumstances.

It is certainly "not a matter of surprise" that railway officers should suspect some of their conductors of dishonesty and accepting as true the confession of this "Man About Town" that he has aided in robbing the Central, it "is not a matter of surprise" that the "Central railway people"

suspected their conductors, but as certainly, if our information is correct, they have selected a very unjust method of detection and one that is much more likely to strike the honest, conscientious conductor than the guilty one.

We are under obligations to Mr. J. A. Pool, of the Oswego Thermometer works for information and clippings.

“*LE ROI LE REUT.*”

With this issue of the MONTHLY we bid adieu to Cedar Rapids, which has been the home of the writer for the past eleven years, with the exception of a few months, and it is with much regret that we take our departure, feeling that Cedar Rapids is *not* “a good place to get out of,” but on the contrary, is the best kind of a place to *stay in*. We do not think there is a town of its size in America that is its superior. This is perhaps a biased opinion, and the reader is privileged to make due allowance. This is written in no spirit of fault finding with the action of the Grand Division in making a change, and we hope the victors in a hard-fought battle will not so understand it. We “fought, bled and died” to the best of our ability until the matter was decided. From that time we have endeavored to be as prompt in carrying out the expressed will of the majority as any of those opposed to us. We are ready now to concede that the disadvantages of the move are much less than we anticipated and should future events prove the change to have been for the best, no one will be more prompt to give due credit than the writer. This, however, does not lessen the regret with which we sever old associations and friendships.

For the seven years that the office of the Grand Secretary has been located in Cedar Rapids we have received many favors, and our business associations have been without exception of the most pleasant and agreeable nature. We wish in this connection to particularly mention Messrs. Dawley & Metcalf, who have printed the MONTHLY during the year. They have at all times made special efforts to accommodate and oblige, for which they have our sincere thanks, and we sincerely hope their transactions with us have not been without profit to them.

To friends “farewell, but not forever,” as when our next “promotion” comes and the Order shall have elected us to retire from our official position we hope to find something to do that will enable us to again call Cedar Rapids home. Meantime, when you come to town, come and see us.

Thus endeth the “last wail of the defeated,” and

“*Cedar Rapids est mort—Vive Chicago.*”

In Memoriam.

"THERE IS A REAPER WHOSE NAME IS DEATH,
AND WITH HIS SICKLE KEEN,
HE REAPS THE BEARDED GRAIN AT A BREATH,
AND THE FLOWERS THAT GROW BETWEEN."

Bullard George A.—Fell under his train at Menominee Junction, Wis., October 7, and received injuries resulting in death. Brother Bullard was a worthy member of Altoona division No. 94, and his death is a severe loss to them. Appropriate resolutions were adopted at a meeting held Oct. 10.

Bridenstine, David.—Was killed at Kirkville, Iowa, Oct. 5th, by being run over by an engine. Brother Bridenstine was one of the oldest members of Des Moines division No. 38, and always in the lead in promoting the interests of the Order, sparing neither time nor expense in its service. The many who have met Brother Dave, as he was familiarly known to his friends, will regret his untimely death. Resolutions of regret and sympathy were adopted by his division.

Bledsoe, Mrs. Martha.—Mother of Brothers J. P., M. S. and F. A. Bledsoe died at Rock Island, Ills., Sept. 23, after a prolonged illness. Members of the Order, wherever dispersed, will sincerely sympathize with Brothers Bledsoe in the loss of their first, best and truest friend.

Calligan, Charles.—Died at the residence of his son, in Massachusetts, Sept. 20th. Brother Calligan, who was a member of Buffalo division No. 2, had retired from active service some time ago on account of ill-health. He was employed as conductor on the Toledo division of the L. S. & M. S. for a number of years, later as superintendent of transportation of the Erie at Buffalo.

Drake, Frank P.—Died of consumption, on the morning of Nov. 15, in the 32nd year of his age. It was but a short time ago that Brother Drake lost his beautiful baby boy, a notice of same appearing in the October number of the MONTHLY. Brother Drake joined division 53 in its infancy and remained a faithful brother to his death. He has held good positions, having started in as brakeman, he through his courteous manner soon won for him self a promotion to freight conductor and thence to passenger train, remaining an employe of the Missouri Pacific for a number of years. When through sickness he lost his speech so that he had to give up the road service. Entering the freight department as clerk and night ticket agent, which position he held for some time until his friends tendered him their support and elected him to office as city clerk, which position he has filled most creditably. He was a thorough gentleman, had friends by the score. He carried his heart in his hand, being ready at all times to give assistance when called upon. No railroad man was ever refused a meal by Frank if worthy the charity. He loved his profession and the Order and has been a faithful worker for its progression. Brother Drake holds one of the first certificates, No. 29, of the insurance department. This duty Brother Drake has ever urged upon brothers of this division, and is one that every brother should embrace. The service of our Order was read at the residence. The casket containing the remains being covered with beautiful flowers, the K. of P. monogram resting on the breast. A beautiful monogram of the Order in flowers appeared on the casket, also Masonic offerings. Brother conductor surrounded the remains. Brother Garretson, C. C., reading the funeral service. The pall bearers consisted of two brother Masons, two brother Knights, and two brother Conductors. Headed by the city band the procession followed: First, K. of P., Order of Railway Conductors, the Masonic fraternity, mayor and the city council in carriages and a long train of carriages containing mourning friends. Brother Drake leaves a wife to mourn his loss and a host of warm friends. The Order has lost a noble and good member, and we extend to Mrs. Drake our sympathy in her present affliction. Suitable resolutions will be adopted at our meeting and a copy of same printed and forwarded to the family. Yours in P. F. C. H. LOOMIS.

McLaughlin, P. J.—A member of Mattoon division No. 101, was killed by being run over by a switch engine on the morning of Sept. 4th while on his way through the yard to start with his train.

Gone to the grave has our loved one,
Gone to that home far away;
But why should we grieve and mourn
Since the parting is but for a day.

The usual resolutions were adopted by his division.

O'Mara, Della.—Sister of Brother John O'Mara, of Stanchfield division No. 41.

Richardson, Chas. H.—Who was stricken with paralysis in January last, passed away from among us on the night of Oct. 7th, at his home in Plymouth, Mass., aged 53 years. Brother Richardson was a charter member of New England division No. 157, and an earnest and faithful worker in our cause. He was the oldest acting conductor on the Old Colony road, he having been acting in that capacity since 1853, and had been running between Boston and Plymouth during the greater part of that time. Mr. Richardson, by his uniform courtesy and gentlemanly bearing, succeeded in making many warm friends. Thirty members of the division attended the funeral in a body.

Vinyard, Mrs. Maggie.—Wife of Brother E. E. Vinyard, of El Paso division No. 69, died Oct. 21st, at Big Spring, Tex., aged 22 years, after a lingering illness of three months. The members of Division 69 extend their heartfelt sympathies to our brother on the loss of his dear and beloved wife, trusting that our warm brotherly love may to a great extent relieve his anguish and draw him closer to the great spirit who rules where his beloved now is at rest.

Watson John.—It is with much regret that I am called upon to communicate to you the sad death by drowning of Brother John Watson on Oct. 9th. He, in company with his son, had gone out for a day's duck shooting on the Canann river, and in some way the boat was upset and Brother Watson sank to rise no more. Brother Watson was a charter member of International division No. 48. He was one of the oldest conductors on the G. W. R. of the G. T. Ry. Conductor Thorpe being his senior on the road and Brother Watson next. He was a general favorite among the employes of the road, being always ready to lend a helping hand and use his influence to assist in the promotion of worthy employes, and many can look back to the many kindnesses of Brother Watson. He was a genial, good hearted man, and was much esteemed by his superior officers on the road, and well and favorably known to the traveling public. He had been in the service of the G. W. R for over thirty years and has lived in Windsor for the past twelve years, where he had a very nice home. He leaves a widow, one married daughter and two sons, who have the sympathy of all in their sad bereavement. The division placed a floral pillow on his coffin with O. K. C. No. 48 in dark letters. The Masonic body conducted the funeral service. Brother Watson was buried in London, many going from Windsor to pay the last mark of respect to a dear friend. Appropriate resolutions were passed at the last meeting of division No. 48.

Weyrick.—Died in Elkhart, Ind., Oct. 9th, infant child of Brother F. J. Weyrick and wife.

"Of such is the Kingdom of Heaven."

Wiley, Arthur.—A member of Wheaton division No. 71. Brother Wiley has for some time been afflicted with that dread scourge, consumption, and for the last few months has been totally disabled. His claim for insurance had been allowed and draft drawn in his favor when notice of his death was received. From each fireside reached by this notice a kindly thought will go out to the bereaved family and many a softly breathed petition for their future welfare will ascend on high, coupled with thanks, that owing to the thoughtfulness of the husband and father in health and prosperity they are not left destitute.

MRS. W. P. SHEEHAN, DIED JUNE 8, 1885.

We were weeping around her pillow—
For we knew that she must die.
It was night within our bosoms
Almost night within the sky,
While the shadow of the angel
Death, was creeping on her face.
We could read his mystic message,
Could the death lines plainly trace.

Oh she'd called her life a burden
Void of pleasure, filled with pain,
Sleepless days and nights of waking,
Fed the fever of her brain.
No regrets she ever uttered,
Not a sorrow dimmed her eye
When she called us to her bedside
There to bid a last "good-bye."

"Lily you must love your papa,
He is all that's left you now,
Soon the dews of death will gather
On your mamma's icy brow.
Death my dear will soon us sever,
Death will join us once again,
And so live that when it claims thee
It shall cause thy soul no pain."

"Raise my pillow gently, Willie,
For my breath is ebbing fast,
And my sight is growing dimmer,
Soon my anguish will be past.
I have lived to love you only,
Will you love me when I'm dead?
And for me love little Lily
When I'm in my narrow bed."

Now 'tis over. Death has taken
My flower of hope that bloomed and fell;
But the hope that perished with her
None but this sad heart can tell.
How the sable hearse has borne her
To the churchyard where she sleeps.
Stars of heaven guard her slumbers,
While her loss a husband weeps.

Still, my comrades, there's a comfort
In the knowledge that you share
With me now this bitter burden
It has been my fate to bear.
From the turbid Mississippi
To the Alleghany's crest
Came you comrades in affliction
With a sorrow in each breast.

Soon, my boys, life's "run" is over,
Like a vision or a dream.
Soon we'll see the signal beacon
O'er the "rails" in fancy gleam
And at last when on the "table"
We are "turning" for the last,
And the "round-house" is our shelter
This life's burden fading fast.

Soon beyond that mystic river
Shall I guide my spirit's bark.
There I'll meet thee, Jennie darling,
There I'll see my "shining mark."
Death no more the bond shall sever,
Grave no more shall hide from view;
There we'll meet to part no more,
There we'll speak no sad adieu.

J. F. JOYCE, Dexter, Ind.

N. B. — Resolutions cannot be printed in this department, but we earnestly request such facts as are given in the obituary of Brother Watson.

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C. S. WHEATON, Editor.

W. P. DANIELS, Manager.

RAILWAY CONDUCTORS' MONTHLY.

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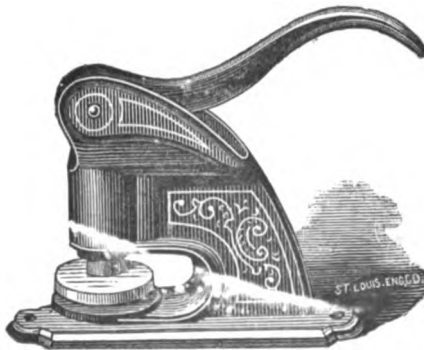
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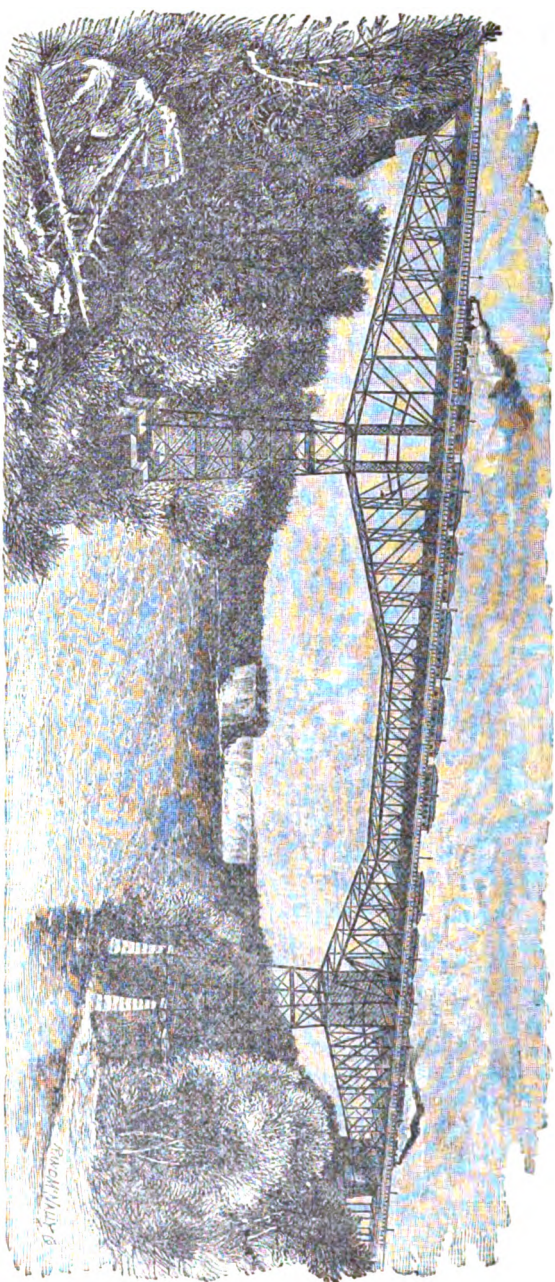
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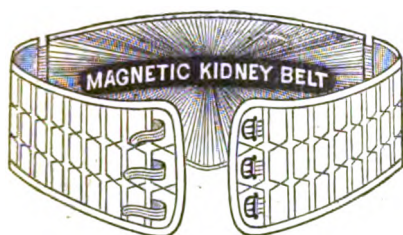
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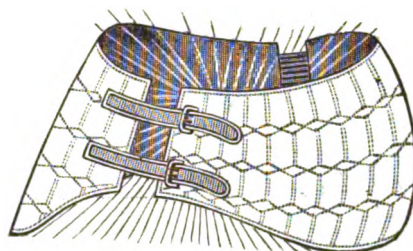
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